

Navy News

SEPTEMBER 1979 10p

Inside your colourful Navy News

● MTYQ (right) is the international call sign of the mine countermeasures vessel H.M.S. Nurton. Which sunny foreign ports was she visiting — and why? See Pages 20 and 21.

● Last month we reported that the Fishery Protection Squadron had received a peace award. A special feature on the squadron is in Pages 10 and 11.

● It has been a colourful royal summer for the Royal Navy (see Page 31). On September 12 Prince Andrew is due to join the Service. Meet the men who will welcome him in Page 18.

● Which European capital did three vessels and 34 members of the Royal Navy's university units visit? Colour picture, back page; story and more pictures, Page 12.



FOR THOSE IN PERIL . . .

In the biggest air-sea rescue operation of its kind ever mounted off the coast of Britain, aircraft and ships of the Royal Navy played a major and dramatic role in ensuring that the death and injury toll in this year's tragic Fastnet Race was not greater.

Royal Navy Sea King, Wessex and Lynx helicopters operating from R.N. air station Culdrose were in the forefront of the operation, in which R.N. surface ships also played an important part.

Skill, endurance and precision were called for as the helicopters, operating in violent winds, returned again and again to pluck men from stricken yachts and from the sea itself.

In three days the helicopters clocked up about 200 flying hours, lifting 75 people from yachts or mountainous seas. Of these, 73 were rescued from 18 yachts on the day the storm struck. And of the 75 survivors taken to Culdrose, only two died.

10,000 SQUARE MILES

Many Culdrose personnel were on leave when the big operation, with a main search area of some 10,000 square miles, got under way, and the call went out asking those available to return.

Hundreds became involved as the operation built up, including aircrew, maintainers, Operations and Air Traffic Control staff, medical staff, fire and ambulance crews, telephonists and teleprinter operators. WRNS and civilians were among those involved.

Culdrose-based aircraft taking part included five Sea Kings of 706 Squadron and four Wessex of 771. There was also a Sea King of 819 Squadron at Prestwick, and two Lynx from R.N. air station Yeovilton.

Mid. Peter Harrison, flying in a Sea King helicopter of 819 Squadron out of Prestwick in Scotland, prepares to double-lift the last crew member of the yacht Gri-malkin, badly hit during the Fastnet fury. More pictures appear in Page 19.

Ships involved included the new Type 22 frigate H.M.S. Broadsword, which acted as "on-the-spot co-ordinator," using her ultra-modern sophisticated equipment; the Dutch destroyer Overijssel, guardship for the race (and which was later relieved by H.M.S. Scylla); H.M.S. Anglesey, on fishery protection duties, and which joined in the operation and brought survivors into port; R.F.A. Olna; and the R.M.A.S. tugs Robust and Rollicker.

Co-ordination of the whole operation was carried out from the Rescue Co-ordination Centre at Maritime Headquarters, Mount Wise, Plymouth, where a master plot of the located yachts and rescue work was maintained.

R.A.F. Nimrods from St Mawgan, Cornwall, also played an important part.

In all, 140 yachtsmen were rescued by various means after a screaming storm of force ten struck, bringing horror and a pattern of death and damage. Of 306 yachts which set out, only 177 completed the course, 22 were sunk or abandoned and many which were damaged headed into ports in Britain and Ireland.

Continued in Page 19.



Picture: LA(Phot) Steven Pratt

Warning given over poll

A warning has gone out to Royal Navy men that, if they answer questions on defence policy which opinion pollsters are attempting to put to Service personnel, they could be running the risk of contravening naval regulations.

The fear is that the nature of the questions may lead personnel into what is described as "politically controversial" areas, including policy on defence expenditure, membership of trade unions and use of Servicemen to maintain essential services affected by industrial disputes.

It is understood that the matter came to light when pollsters, operating for a well-known agency and producing an opinion poll for a new magazine, approached an Army family. Later it was learnt that approaches had also been made to Navy and R.M. families.

The Navy has not said that the rules forbid the answering of

opinion poll questions, but points out the possibility of contravening QR(RN).

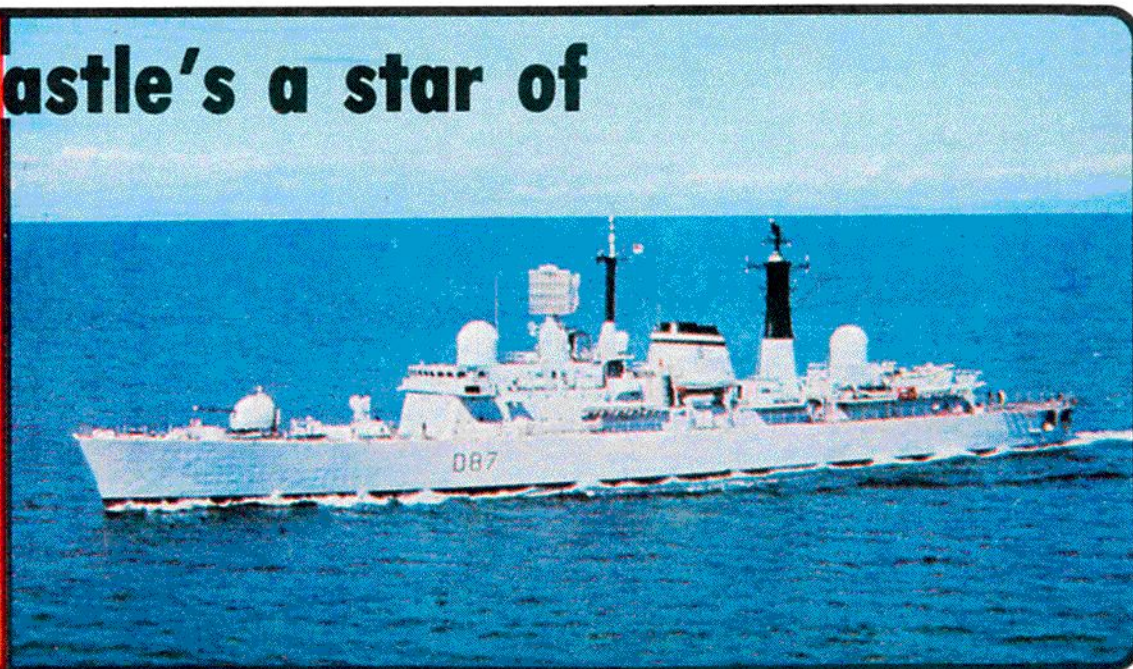
MOD is asking the agency to reconsider, taking the view that the poll could place Servicemen in a difficult position over the rules which lay behind the tradition of political neutrality by the Forces.

Meanwhile, the Navy has said that no facilities are to be provided for the pollsters, and that approaches should be reported. "The safest course is politely to refuse all co-operation," is the advice.

It is believed the poll also involves asking Service wives to answer the questionnaire.

Newcastle's a star of the show

H.M.S. Newcastle (right) returns from the deep blue sea to "star" at the Royal Navy equipment exhibition in H.M.S. Excellent in September.



Hodgeston is on hand for treble trouble

When there has been trouble about it seems that the fishery protection ship H.M.S. Hodgeston has been making a habit of being in the right place at the right time.

The most delicate incident came while the ship was on patrol off Land's End and overheard the worried skipper of the trawler Excellent telling the Coastguard that he had netted a mine.

The Hodgeston was at the scene within two hours and her first lieutenant, Lieut. Richard Belfrage, was put on board the Excellent. He advised the skipper to keep the mine wet and cool by hosing it and to gently pack the rusty casing to keep the explosives from rocking in the swell.

Two members of the trawler crew were transferred to the Hodgeston and the Excellent was escorted into Penzance Bay to anchor and await the bomb disposal team from Plymouth.

Later the busy Hodgeston was in the right place again off Start Point when a radio call intercepted from the Coastguard revealed that a fishing vessel had had engine failure nearby. The Hodgeston immediately closed with the vessel and towed it to safety in Brixham.

Capsized

Before the incidents off the West Country, H.M.S. Hodgeston was diverted from her patrol in the English Channel to stand guard over the holed tanker Tarpenbek off Selsey Bill in West Sussex.

The tanker capsized in heavy seas during the patrol ship's three-day watch, and a good liaison was established with the salvage ships during the subsequent recovery operation, as well as with local fishermen concerned about nearby lobster beds.

Although she has been in the Fishery Protection Squadron for only six months, the Hodgeston has steamed thousands of miles in that time, visiting the Isle of Man, Torquay, Grimsby, Belfast, Ayr, Hastings, and Scheveningen in Holland.

● You have to hand it to the Fish Squadron — pages 10 and 11.

Abbey memorial

Admiral of the Fleet Earl Mountbatten is to unveil a memorial in Westminster Abbey to three world navigators — Sir Francis Drake, Capt. Cook and Sir Francis Chichester.

The service, on October 4, will be conducted by the Dean of Westminster, Dr. Edward F. Carpenter, and the address will be given by Mr. Edward Heath.



"Stick 'em up . . . sir." One member of the crowd at Newton Aycliffe got H.M.S. Eskimo's commanding officer well and truly in his sights during the freedom parade.

Such sweet surrender!

There was a close cut in store for members of the ship's company of H.M.S. Eskimo — and a near shave for her commanding officer — when the frigate put in at Hartlepool to receive the freedom of Newton Aycliffe, County Durham.

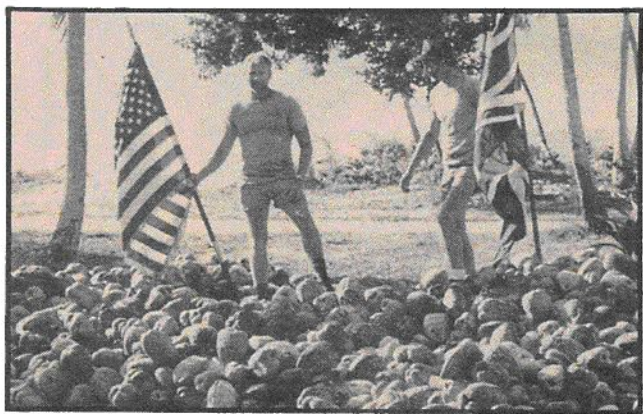
The close cuts were on offer from girls who work in a local hairdressing salon and who went on board to find no shortage of volunteers.

The commanding officer, Cdr. Peter Murison, encountered his "near shave" when he met some of the Newton Aycliffe people who had turned out to watch the ship's company parade through the town with bayonets fixed, colours flying and drums beating.

One junior member of the crowd thought it would be great fun to literally hold-up the proceedings by pointing a toy gun at Cdr. Murison, who surrendered to the jest with good grace.



It's all trim and tidy on board H.M.S. Eskimo as AB Kirk Douglass gets some top attention from Newton Aycliffe hairdresser Anne Edwards.



Diego Garcia's coconut mountain, topped triumphantly by Lieut.-Cdr. Jan Gooding, commanding officer of the R.N. party on the island, and Lieut.-Cdr. Tim Travis, U.S.N.

Nuts to you, Rodrigues ...

An international force which swung into action to aid the cyclone-hit Mauritius island of Rodrigues, has successfully completed its mission — to ship in 3,000 coconuts.

Big ones, small ones, some as big as your head were gathered by Royal Navy and U.S. Navy personnel stationed on the British Indian Ocean island of Diego Garcia.

The resulting seed-coconut mountain was stored in the U.S.S. Rathburn and shipped to Rodrigues, whose coconuts had been "desiccated" by the cyclone.

We also hear from Diego Garcia that a valiant run by a competitor in the "Tip to Tip" relay race on the island won for the R.N. party there a moral, if not actual victory, in the annual event.

When only 100 yards from the finish, and a mile ahead of the next man, LS Colin Herbertson collapsed from heat and exhaustion. He had set up a blistering pace over the final, 7½-mile leg in temperatures of up to 100 degrees.

Secret raft

But while the U.S. Navy and R.N. runners battled it out over 37 miles of the horseshoe-shaped atoll, the British team took out insurance against losing the race by using the shortest and easiest route — across the water.

They secretly built a raft and sailed it sedately from tip to tip, landing at Independence Park to the amusement of the Americans there.

Earlier the R.N. party had led the British Indian Ocean Territories Open Boxing Championships and, in an evening of hotly-contested bouts, two Britons emerged with flying colours.

Lieut. Bernie Bruen beat a younger, heavier and stronger opponent — steel worker M. A. Givens — to take the middleweight title, while MEM "Salty" Saltonstall blunted the onslaught of Corpsman Diver Fred Null in the welterweight final, but lost on points.

International harmony is also extended to more informal events on the island. When CMEM Ray Bateman received his Long Service and Good Conduct Medal it was presented to him at divisions by a U.S. Navy officer, Capt. Stephen Block, the island Commander.

Dinner date

Plymouth Command Fleet Chiefs are planning to hold promotion dinners annually in October. The first will take place on Friday, October 5, in the senior rates ballroom at H.M.S. Drake with numbers limited to 200.

It will be a formal dinner for R.N. and R.M. warrant officers and their ladies, with dancing on completion.

Applications for tickets, at £5, can be made by any R.N. or R.M. warrant officers, including those being promoted this year, to the Social Secretary, F.M.B. Warrant Officers, Fleet Maintenance Base, Devonport (tel. Drake 5193 or 5048). Cheques should be made out to "F.M.B. Warrant Officers' Fund."

Simulator plan

A training simulator is planned for H.M.S. Sultan to train naval personnel responsible for operating and maintaining the propulsion machinery control system of Hunt-class mine countermeasures vessels.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

AB(S) Mallinson, 2 Mess H.M.S. Hecate, deploying South Atlantic, Jan. Will swap for any Devonport ship in refit or seagoing.

AB(R) J. S. Perkins, 3M Mess H.M.S. Juno, prospective deployments U.S.A., Med, Scandinavia. Will swap for any Portsmouth refit.

LS(R) J. J. Dewar, 3M Mess H.M.S. Juno, prospective deployments U.S.A., Med, Scandinavia. Will swap for any ship refitting Portsmouth Chatham, anything considered.

WREN (R) L. Hanson, Wrens Quarters, H.M.S. Heron, R.N. Air Station, Yeovilton. Will swap for any Portsmouth ship.

LSTD Townsend, S & S Mess, H.M.S. Eskimo, deploying West Indies. Will swap for any Rosyth ship.

REM1 Hillen, H.M.S. Hecate, Plymouth. Will swap for any Portsmouth ship.

AB(M) Burgess, Raleigh, 9 Mess, Devonport Field Gun Crew, H.M.S. Drake, drafted H.M.S. Shavington, Rosyth, Jan. Will swap for any Devonport ship.

LREM K. Barrows, 3MP Mess, H.M.S. Naad, Devonport. Will swap for any Portsmouth shore base or ship not deploying.

AB(S), R. Mills, JR4 Mess, H.M.S. Anglesey, Rosyth, telephone Rosyth 3564. Will swap for any seagoing ship, Portsmouth or Chatham.

POREL (A) T. Williamson, 4 Mess, H.M.S. Fife, drafted Portland from front-line flight. Will swap for any non front-line draft, Yeovilton. Replies POs Mess, Portland after Sept. 7.

LS(EW) I. J. Stevens, 3F Mess, H.M.S. Juno, deploying March to Oct. 1980. Will swap for any Portsmouth ship home waters.

LCM M. Schofield, Saints Block, 3rd Floor, H.M.S. Collingwood, drafted H.M.S. Hecate, Dec. Will swap for any Portsmouth ship or shore base.

PO(M) P. H. Scoons, H.M.S. Arethusa, returning from group deployment Dec., refitting early 1980, Devonport. Will swap for any Chatham ship in refit.

SEA(S) A. T. Hoy, 3 Echo Mess, H.M.S. London, Portsmouth, refitting until spring, 1980. Will swap for any seagoing ship, preferably Portsmouth-based.

MEM1 M. G. Milne, 3N Mess, H.M.S. Coventry, Portsmouth, sailing in May for six months. Will swap for any Plymouth-based ship.

AB(M) D. Eyre, 3EA Mess, H.M.S. Sirius, Plymouth. Will swap for any Portsmouth GMD or frigate, in refit or seagoing.

CK D. M. Sweetlove, 2Q Port Mess, H.M.S. Coventry, Portsmouth due work up then deployment early 1980. Will swap for any ship in major refit, preferably Portsmouth, but others considered.

LMEM N. P. Brewster, Firehouse, H.M.S. Dolphin, drafted H.M.S. Broadsword, Plymouth, Jan Dec. to March 1982. Will swap for any Portsmouth seagoing ship.

STD B. Holland, FOF 3, Portsmouth Hill, Hants, drafted H.M.S. Guernsey, Rosyth, November. Will swap for any Portsmouth ship even if in refit.

ALOEM A. C. Brent, 1K Mess Camperdown Block, H.M.S. Collingwood, drafted H.M.S. Danae, Oct. Will swap for any Portsmouth ship.

LS(S) J. Doyle, 3M1 Mess, H.M.S. Hermione, drafted H.M.S. Brighton, September, deploying Mediterranean until December. Will swap for any Portsmouth ship not deploying.

MEM1 P. O'Brien (AMC), 3K Mess, H.M.S. Scylla, due Med deployment. Will swap for any Chatham ship not deploying, or Chatham shore base.

OE2 P. D. Cross, 2L POs Mess, H.M.S. Ariadne, Devonport. Will swap for any Portsmouth ship.

CK C. Knight, RSU Chatham, c/o Anson Galley, H.M.S. Pembroke, drafted H.M.S. Norfolk, January. Will swap for any Chatham ship or for H.M.S. Pembroke.

LCM K. Bryant, 163 Tailor Road, Crownhill, Plymouth, Devon, drafted H.M.S. Antelope, Jan. Will swap for any Devonport shore base or ship in refit.

POSTD R. Shain, 2D Mess, H.M.S. Ariadne, drafted H.M.S. Warrior, November, 1980. Will swap for any Plymouth shore base or ship in refit.

CK A. J. Reid, H.M.S. Pembroke, Grenville 206 Chatham, Kent. Will swap for any Devonport shore base or ship in refit.

AB(EW) R. J. Nash, c/o Jupiter Point, H.M.S. Raleigh, drafted H.M.S. Eskimo, Oct. Will swap for any shore base or ship in long refit Plymouth.

LS(M) P. S. Bennett, 3Q Mess, H.M.S. Coventry, deploying Far East 1980. Will swap for any Portsmouth ship not deploying.

MEM1 (AMC) Nicol, FWD Mess, H.M.S. Tenaaty, drafted H.M.S. Cochrane, Dec. Will swap for any Rosyth ship, Fishery Protection Squadron.

RO1(T) I. K. Simms, 2DZ Mess, H.M.S. Amazon, deploying West Indies early 1980. Will swap for any Portsmouth ship not deploying.

MEM1 S. A. Brassington, 3P Mess, H.M.S. Torquay, due Newcastle refit. Will swap for any Chatham frigate refitting, or due refit.

POMEM Course (BWC), H.M.S. Sultan, due shore time, drafted H.M.S. Raleigh Part I instructor. Will swap for any shore base Plymouth, preferably FMB or Leander refit.

LOEM (W) K. B. Allison, E.T. School, H.M.S. Collingwood, drafted H.M.S. Juno, Portsmouth, Nov. deploying early 1980. Will swap for any minesweeper, or ship not deploying Portsmouth.

LSTD Griffiths, 29, Gorselands Way, Rowner, Gosport, Hants, drafted H.M.S. Aurora, refitting Devonport. Will swap for any Portsmouth ship seagoing or in refit.

AB M. W. Hilder, H.M.S. Vernon, drafted H.M.S. Hermes, Nov. refitting. Will swap for any Portsmouth or Chatham foreign-going ship USA, Far East.

MEM1 M. K. Henderson (AMC), 2 Mess, H.M.S. Ardent, Devonport, 17 months left of 27-month draft, due to deploy U.S.A. Jan. to April 1980. Will swap for any Plymouth shore base or ship in, or due long refit.

RO1 (T) Bone, Saints Block, H.M.S. Warrior, drafted FOF3 Staff, Nov. Will swap for R.N. Common Gibraltar or ship with varied programme.

LRO (G) Bucknall, 1 Mess, H.M.S. Forest Moor, Darley, nr Harrogate, North Yorkshire for approx seven months. Will swap for H.M.S. Mercury or any Portsmouth shore base. Telephone Forest Moor (Harrogate) 67281 Extn 254 leave message and telephone number.

WTR K. D. Clarkson, Central Registry, Fleet Maintenance Base, H.M. Naval Base, Devonport. Will swap for any Gosport shore base, preferably H.M.S. Centurion. Telephone H.M.S. Drake 5776.

PO(R) Walker, 17 Woodlands Road, Ditton, Maidstone, Kent, drafted H.M.S. Dryad over 12 months. Will swap for any shore base Chatham area, but anywhere considered.

POWR A. B. Price, 845 NAS c/o POS Mess, H.M.S. Heron. Will swap for any Portsmouth seagoing ship.

RO1 (T) S. McRobert, RN RAF Gormen, Plymouth, Richard Walk, Plymouth, drafted H.M.S. Arethusa, Jan AMP refit Devonport for ten months. Will swap for any frigate, seagoing or foreign, any port.

STD C. Hamm, FOF3 Portsmouth Hill, Hants, drafted H.M.S. Bickington, Rosyth, Nov. Will swap for any Portsmouth or Devonport ship, seagoing or in refit.

AB (EW) Crane, 3GS mess, H.M.S. Nubian, drafted H.M.S. Collingwood, Oct. Will swap for any shore base, Faslane or Clyde area.

ALS(M) K. Edwards, 4C1 Mess, H.M.S. Bulwark. Will swap for any shore base or ship in long refit.

AB(S) A. J. Coombes, H.M.S. Antelope, refitting Devonport. Will swap for any Devonport or Portsmouth ship, seagoing or refitting.

£40m. order for equipment

Orders have been placed for 20 more sets of communications equipment for H.M. ships at an overall cost of about £40m.

The equipment operates as a "package" to handle HF communications systems within ships and allows the communications sets themselves to be controlled remotely from a number of positions.

Farewell to Matapan

The sonar trials ship H.M.S. Matapan, last of the Battle-class destroyers, left Portsmouth last month for a Northumberland breakers yard.

Lay readers

The annual meeting of the Royal Naval Lay Readers' Society will be held at 2 p.m. on Thursday, September 13 in the Barham Conference Room, Barham Block, H.M.S. Nelson, Portsmouth. All Society members are entitled to attend.

IT'S ALL EYES TO SEAWARD

Far away, on the other side of the world, Royal Navy sailors have been feasting their eyes on the beauties of the British Isles.

The most shapely girls from England, Scotland, Wales and Ireland called on H.M.S. Norfolk, flagship of the worldwide Group Eight deployment, when she was visiting Perth, Western Australia.

The lovely quartet were representing their countries in the Miss Universe contest at Perth, in which Miss England—Carolyn Seaward—won third place,

the title being taken by Miss Venezuela.

Despite having a slightly bruising time when the stage collapsed during the finale of the contest, plucky Carolyn returned to Britain to take part in the Royal Marines Commandos unarmed combat display at the Royal Tournament.

She made a timely entrance to rescue a Marine outnumbered by aggressors, getting her man with the aid of a Land-Rover, a machine-gun, and 200 rounds of ammunition... as if she needed them!



Four belles and all's well... The British contestants in the Miss Universe contest arrive on board H.M.S. Norfolk to breakfast with Rear Admiral Peter Stanford and to meet sailors from England, Wales, Ireland and Scotland.



Miss England, Carolyn Seaward, puts the finishing touches to her make-up for her appearance in the Royal Tournament.

Picture: PO(Phot) Pete Holdgate

Services film chief retires

Chairman of the Services Kinema Corporation, Sir Louis Gluckstein, has retired from the post after 34 years as a member of the board of the S.K.C. and its predecessor, the Army Kinema Corporation.

Sir Louis, who has been chairman since 1956, has been made life-president in recognition of his services.

Most of the S.K.C.'s activity is non-commercial work for the Ministry of Defence, mainly in the training and educational field. Last year more than 60,000 films were issued for those purposes.

Films for the Fleet

Among the thrillers which dominate this month's releases by the Royal Naval Film Corporation is "Firepower," which gives us another opportunity (no apologies) to display a picture of the elegant Miss Loren. She stars opposite James Coburn in Michael Winner's explosive production.

Full list of titles:

Invasion of the Body Snatchers (X) — Donald Sutherland, Brooke Adams. A remake of a classic sci-fi shocker of the 'Fifties. Beautiful flowers which appear in parks and gardens after a rainstorm develop pods that swell and bring forth replicas of humans. United Artists. No. 644.

Firepower (AA) — Sophia Loren, James Coburn, O. J. Simpson. Coburn plays a bounty hunter hired by the Department of Justice in Washington to collar the head of a crime syndicate. ITC. No. 645.

The Lady Vanishes (A) — Elliott Gould, Cybil Shepherd. A romantic comedy thriller set in Bavaria in 1939, where an assortment of English-speaking travellers are anxious to return to their own countries before war breaks out. Rank. No. 646.

Patrick (X) — Susan Penhaligon, Robert Helpman. A young man who is a coma patient in hospital develops a sixth sense that enables him to call upon a strange force. Brent Walker. No. 647.

Sgt. Pepper's Lonely Hearts Club Band (U) — The Bee Gees, Peter Frampton, Frankie Howerd, Donald Pleasence join a host of stars in this pop musical extravaganza featuring the songs of the Beatles. CIC. No. 648.

Sweet Revenge (AA) — Stockard Channing, Sam Waterston. Curious tale about a determined woman who repeatedly steals and re-sells a Porsche to secure the legitimate purchase of a Ferrari sports car. MGM. No. 649.

'Firepower'
star Sophia
Loren



DRAFTY'S CORNER

Despite Drafty's continuing efforts to visit ships and establishments as often as he can, there is unfortunately still a certain amount of mystery in the Service about the Naval Drafting Division and the job it is trying to do.

This is somewhat frustrating for Drafty who, though he says it himself, actually works quite hard in his efforts to get things right; and it would help him a great deal if he could be re-assured that his customers had a good idea of what he was trying to achieve for them, and why it is that sometimes he is forced into a corner over certain drafting issues.

This article is not designed to be a sermon on the merits of filling in more drafting preference cards, but rather to air some of the well-known "war cries" about drafting and to put the record straight where necessary.

Some of them have already been covered in earlier Navy News articles or in other publications such as DCIs, nevertheless they continue to crop up in discussion and are therefore worthy of inclusion. Let's have a look at a few of the "regulars."

Human beings

Question: "Is my drafting done by a computer?"

Answer: No. Drafting is very much a manual process carried out by human beings. It calls for skill and patience in weighing up a number of factors in order to produce the best possible solution. Each specialization in the Navy has its own drafting desk which is headed by a chief or PO writer who in turn is responsible through a drafting officer to a drafting commander.

Each team is assisted by the computer which stores personal and professional data for all ratings and supplies this information to the drafting desks either routinely or on demand. Of course, the computer is not designed to think for itself and can only make a worthwhile contribution if its information is kept up-to-date. Inaccurate information is counter-productive in drafting terms and can cause a lot of unnecessary work.

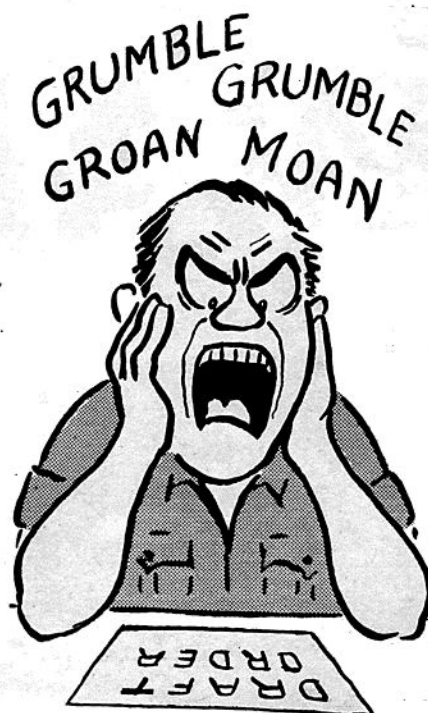
Shore preference

Question: "Why did I get a non-preference draft ashore after two years away at sea?"

Answer: One of two reasons. Either you changed your shore preference while at sea and this new information did not reach the computer in time; or because of Drafty's obligation to fill the job in the place you have been sent to without having a first preference available for it at the right time. In your case the Service Requirement took priority over your preference.

Question: "This so-called Service Requirement seems to be the root of all non-preference drafting. What's it all about?"

Answer: It is Drafty's job to ensure that the



needs of the Service are met in manpower terms, and from time to time he is inevitably going to upset somebody in achieving that. In the Fleet Air Arm, for example, if Drafty were to send everybody to the naval air station of his choice, about 30 per cent. would want to go to Culdrose; another 30 per cent. to Yeovilton; 20 per cent. to Portland; no more than two per cent. to Lee-on-Solent; and the remainder to the outstations or to Scotland somewhere. Unfortunately Lee has got as big a demand on manpower as the other air stations and it has to be kept topped up. No easy solution!

However, the computer records whether you were in or out of preference on each occasion of draft and every effort is made to keep down the number of non-preferences. Over the period of a career you will find only a relatively small number of NPREs against any man's record.

Don't create about your fate ...

Question: "Why have I got to go off and do a career course when I have been ashore for only two months and just got the family settled in?"

Answer: Drafty is also responsible for keeping an eye on your career pattern and it is up to him to ensure that there are always sufficient people being trained for their next higher rate to keep the overall structure of the Service in balance.

Regrettably, the career course training machinery can only take so many candidates at a time and it is not necessarily geared to the rate at which people pass their PPE. Hence, the need for qualifying course rosters in certain categories and some inevitable drafting turbulence.

Question: "What are my chances of getting a married accompanied overseas draft?"

Answer: Chances of serving overseas are few and far between these days (although there are 960 billets altogether) and needless to say there are waiting lists. Make sure that your overseas preference is properly registered with Drafty (a C240 will do it) who will see that your name goes in to the appropriate LFS roster; then it is a question of "sit and wait." Also keep an eye on the notice boards for details of additional "one-off" overseas jobs which crop up occasionally and are published by DCI or signal.

Extra time

Question: "If I volunteer to extend my sea time does it improve my chances of getting my first preference when I come ashore?"

Answer: No. If it works out that way it is coincidence. The reward for extra sea time is reflected in increased time ashore before the next sea job.

It would be possible to go on for ever with these traditional "bones of contention" but we haven't the time or the space to cover them all. But isn't there a common thread which runs through many of them? Drafty believes that the key to success is good communication — not

only between you and him but the other way round as well.

For example, are you satisfied that he has got all the information he needs about you? Does he know that you have bought a house recently? That your wife works and, therefore, you would prefer to remain in the area? That you have a handicapped child who goes to a special school?

The list is inexhaustible but the information is vital to Drafty if he is going to try to meet your needs. His part of the contract is to ensure that you have a better understanding of what he is trying to do for you; and that is why he gets out on the road as much as possible these days and "spreads the gospel."

Two-way process

Drafting is undoubtedly a two-way process and it is important that you regard it as such. After all, it is your career that is being shaped and presumably you would like to have a hand in that. Do not assume that Drafty can do the job on his own; he needs your input regularly and he also needs your interest in what he is trying to achieve for you.

We have plenty of visitors at H.M.S. Centurion and all of them are very welcome. If you are a senior rate and can spare a day, how about having a look in DCIs for details of acquaint visits (given in DCI 189/79 as amended by DCI 227/79 — and the visits are on a Monday!).



..... if you won't communicate!

WASP TAKES THE CAKE

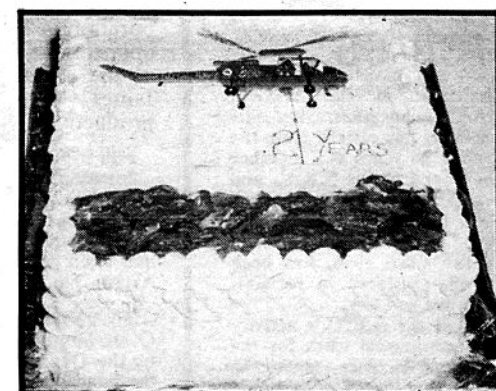
Still packing a hefty sting near the tail-end of its career, the Wasp helicopter celebrated its 21st birthday in Royal Navy service with a fly-past over the Westland aircraft factory at Yeovil — its birthplace — and H.M.S. Osprey, the R.N. air station at Portland.

Fifteen Wasps of 829 and 703 Naval Air Squadrons flew past in a formation depicting the number 21, following that up with an impressive stream landing at the air station.

WIDELY USED

There to take part in the celebrations were the Wasp's designer, Mr. Ted Ciastula, and his wife, as well as Westland test pilots who had been involved in the initial flying trials. They were invited by the commanding officer of H.M.S. Osprey, Capt. C. J. Isacke, to a cake-cutting and reception.

Although the Wasp is being replaced gradually by the Lynx, it is still used widely as a missile helicopter in frigates, for anti-submarine and anti-fast - patrol - boat operations.



Anniversary cake made by CPOCK Derek Hughes, of H.M.S. Osprey senior rates' galley.



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STUBBINGTON



*Fit and
raring
to go!*

Still going strong after 22 years of service and more than a quarter of a million miles of steaming, H.M.S. Stubbington will soon be active again in the Fishery Protection Squadron after her third refit.

From November she will add a few thousand more to her mileage when she restarts fishery patrols from Rosyth, where her short refit is taking place.

The Stubbington, commissioned in 1957, spent her first 12 weeks based at Msida Creek, Malta. After a long refit in Gibraltar she returned to home waters in 1969, being based at Dundee as the R.N.R. ship H.M.S. Montrose.

Another refit, this time at Chatham, was followed by her recommissioning with her original name and joining the Fishery Protection Squadron, which is featured in pages 10 and 11.

Mevagissey

Since then she has conducted many patrols in British coastal waters, visiting St Malo and Porto de Leixoes.

The harbour town of Mevagissey, Cornwall, became affiliated to the

FACTS AND FIGURES

Displacement: 425 tons. Length: 153ft. Beam: 28.8ft. Draught: 8.2ft. Armament: one 40mm Bofors gun. Propulsion: two diesel engines driving two shafts. Speed: 15 knots. Fuel capacity: 45 tons. Range: 2,300 miles at 13 knots. Complement: 33.

Stubbington after she sheltered there during a Channel storm, and the ship has returned for visits several times this year.

H.M.S. Stubbington, built by Camper and Nicholson Ltd., at Gosport, is one of

a class of 18 coastal minesweepers which originally numbered 118. She has a double mahogany hull and incorporates a considerable amount of non-magnetic material. Her commanding officer is Lieut. Philip Lawrence Wilcocks.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

With true sailing spirit



Picture: PO(Phot) Bill Felters

A meeting between the 2nd MCM Squadron and a fully-rigged sail training ship of the Portuguese Navy brought this spirited greeting from the squadron's senior officer, Cdr. Terry Taylor.

The encounter at sea with the 1,869-ton sailing ship Sagres came during the squadron's deployment to the Azores and Madeira

(see feature and pictures in the centre pages).

As a gesture of NATO solidarity, Cdr. Taylor sent a Gemini boat away with a bottle of whisky and squadron plaque for the Sagres' commanding officer, Capitao de Fragata Jose Fernandes Martins e Silva (pictured centre), the gifts being handed over by Mid. Dominic Taylor of H.M.S. Bronington and Mid. Barney Wainwright of H.M.S. Iveston.



Picture: PO(Phot) Paul Wellings

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YORK NAME FOR A 42?

A further three Type 42 destroyers having been ordered for the Royal Navy, may I suggest that these be named York, Gloucester, and Edinburgh? — C. J. A. Cope, London.

Having read letters about H.M.S. York (July issue) I would like to add an item of interest.

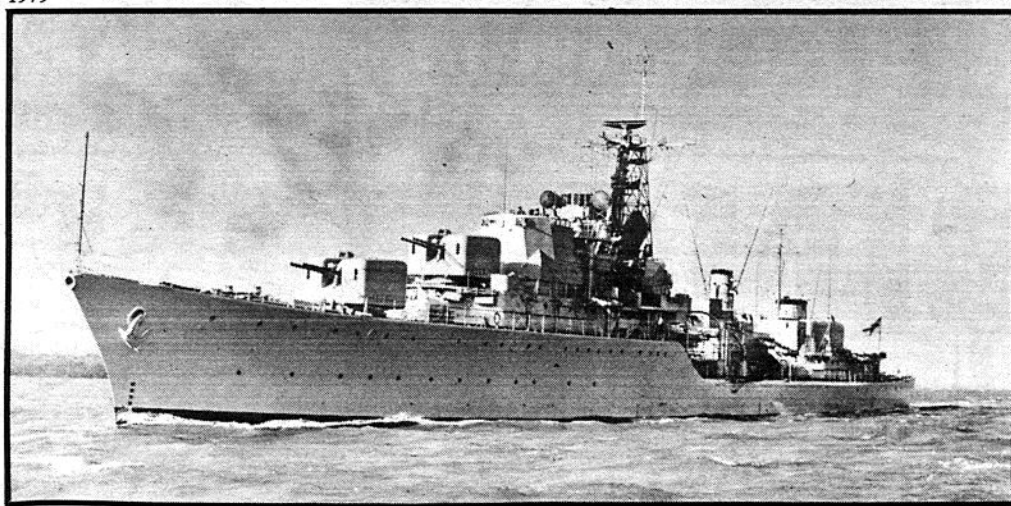
I served in her during her commission as flagship of the American and West Indies Squadron from 1936 to 1939. In 1947 as a leading seaman and also chief quartermaster of the cruiser Ajax, when visiting Suda Bay in Crete, the wreck of the York was still there.

Several oppos and myself managed to get aboard and I was able to get down to my old messdeck. In the right gun of "Y" turret the base of an eight-inch shell could be seen still in the barrel.

Before we left Suda Bay one of our midshipmen was able to dive into the wardroom and remove two of the table lamps screwed into the wardroom table. — S. F. Paris (ex-PO), Lancing, West Sussex.

T.S. Hornet anniversary

On Tuesday October 2, T.S. Hornet, Gosport unit of the Sea Cadet Corps, will be celebrating its 25th anniversary. An invitation is extended to all ex-T.S. Hornet officers and cadets to join the celebration. Parade 18.30, ceremonial sunset 2100.



H.M.S. Duchess . . . winner of the Mediterranean Fleet trophy in 1956.

Did trophy go with Duchess?

I have read with interest the correspondence (July issue) concerning the Mediterranean Fleet trophy — a silver cockerel mounted on a plinth.

I was privileged to be serving in the Daring-class destroyer H.M.S. Duchess in 1956 when she became "Cock of the Fleet," having cleared the board in the regatta held in Grand Harbour, Malta.

In my possession is a photograph of the ship's company (Capt. J. Austin commanding), together with our array of trophies, including the cockerel.

To strengthen your suspicion that the trophy is now "down under" I would remind you that the Duchess was loaned or transferred to the Australian Navy in (I believe) the early 1960s. — C. J. Viney, Plymouth.

LETTERS TO THE EDITOR

We NEED those 'boring' exercises

I feel compelled to write having just read two of the letters in the latest edition of Navy News — one from a POEL and the other from an LRO — both of whom seem to resent the fact that they are sent to sea to take part in (and I quote!) "boring exercises."

My blood runs cold. What on earth did these people join the Royal Navy for if it wasn't for going to sea on occasions?

If the POEL thinks that ratings in the S & S branch are better off then I suggest that he should have joined as a Cook — but then even if he had been

superior for the whole of his service career he would probably still be only a Leading Hand due to the state of the roster.

There are things wrong in the Navy and there always will be. Attitudes and policies take a long time to change. It is well worthwhile making constructive criticism and hopefully this will lead to a better, happier and

more efficient Navy.

But to moan about being sent to sea is akin to a soldier refusing to fire his rifle because the noise gives him a fright. Taking part in exercises is the only way of simulating the stresses and conditions of what the Navy exists for — to defend the interests of the United Kingdom at sea. — R. R. Morris, lieutenant R.N.

Does "LRO" (Letters, August) not realise that the predominant object of all fighting services in peacetime is to prepare for war? — J. K. Cox, ex-R.A.F. / Fleet Air Arm, Streatham.

Warneford exhibition

An exhibition featuring Flt. Sub-Lieut. R. A. J. Warneford, V.C., is now under preparation at the Fleet Air Arm Museum, and will be open to the public in October.

We are seeking the loan of any memorabilia connected with Rex Warneford for possible inclusion in the exhibition, and wonder whether any of your readers who may have known Rex Warneford or who may have items of

interest connected with him, would please contact the Curator, Fleet Air Arm Museum, R.N. Air Station, Yeovilton, Somerset, BN22 8HT (telephone Ilchester 840551 ext. 528). — A. H. Vernon Hillier, design and research consultant.

Royal Oak

casualties

Mr. Roullier's figure of 200 Royal Marines casualties in the Royal Oak (August issue) is so inaccurate that it should not go uncorrected. The official lists indicate that 93 R.M. and R.M.B. ranks went down with the ship, and that 64 others survived. — N. T. Davies (ex-Royal Oak), Guildford, Surrey.

Godetia

carving

I have obtained a woodcarving inscribed with the name "H.M.S. Godetia." It has created much interest among the customers of my public house and I would like information on the ship. — N. Wooley (Mrs.), Anchor Inn, Trent Valley Road, Streethay, nr. Lichfield.

All of one body!

From Vice-Admiral W. T. Pillar, Chief of Fleet Support.

Leaving on one side the main issue raised by OEMN1 R. Broniman in August's Navy News — that those in operational ships should be paid more than "those of us wagging the tail" — may I ask everyone to consign the terms "teeth and tail" to the dustbin?

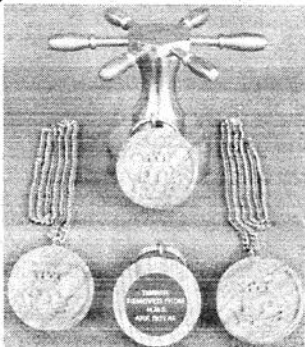
While it is possible to argue about relative efficiencies and the many frustrations suffered by those in operational ships, the fact is that support is essential to the effectiveness of the Fleet.

Chummy

Should we not look both on our ships and their supporting services as "one body"? In OEMN1 Broniman's language — one system with a number of sometimes complex interdependencies.

I was in the Corunna when OEMN1 Broniman was in the Alamein, both in the 4th DS and both chummy Chatham ships. I must say that I don't remember the Alamein winning a "cock", but perhaps we were at sea! — W. T. Pillar, Vice-Admiral.

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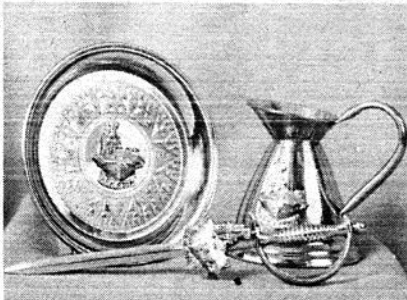
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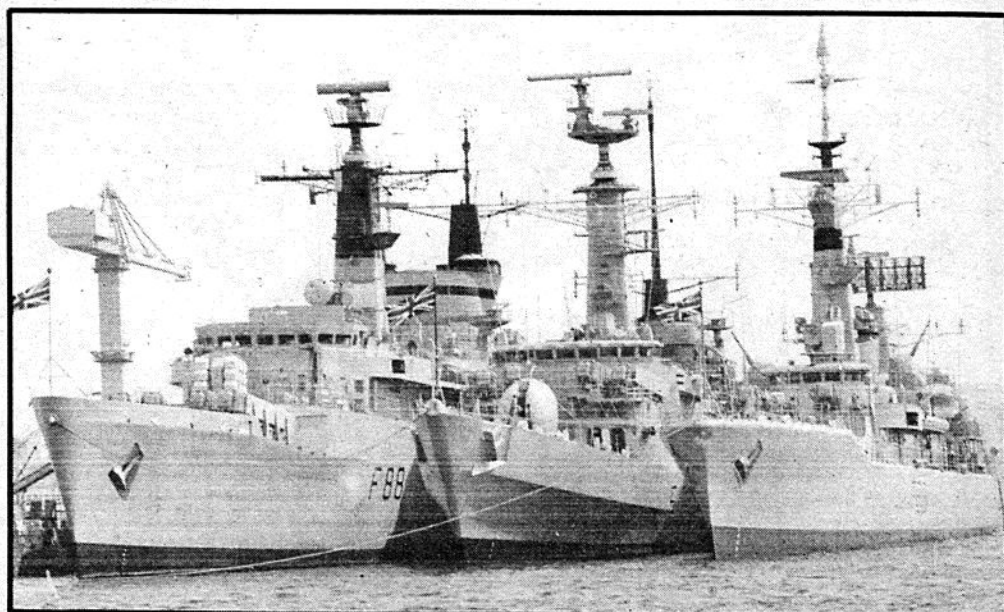
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ADDRESS

It takes all Types . . .



. . . and here is a rare picture of three of them — all frigates — alongside at Devonport. Inboard is the new Type 22 H.M.S. Broadsword, alongside her is the Type 21 H.M.S. Avenger, and outboard is the eldest of the trio, H.M.S. Cleopatra, a Leander-class ship.



Active—but not acceptable for service

During the serious manpower shortage in the Royal Navy, there were invitations to ex-personnel to return on extended service, but as an ex-CERA (now CMEA(P)1) aged 49, I am told that the rules bar a re-entry after an absence of five years or more.

However, as an active member of the Royal Naval Reserve for the past six years I have been seagoing on CMS's and am liable for immediate recall in a

national emergency, yet I am not acceptable for any Extended Service shore billet. — B. Hale, Gosport.

An official reaction to this plea is that a man who left the Navy more than six years ago would be "somewhat out of touch" with recent developments, even though in the Royal Naval Reserve.

R.N.R. training is directed to a clearly-defined and limited role, Navy News was told, and this would not enhance the man's all-round knowledge for selection for Extended Service engagement.

MOD policy limits this selection to those with Fleet experience in a specific category who have not been out of the Navy more than five years.

It shocked me to read that several warships and many Army tanks are to be mothballed because of lack of men to man them, while at the same time there are over a million unemployed.

I would be interested in the views of your readers on the re-introduction of National Service, because one reads of shortages in many essential services other than the armed forces. — J. Graham (commander, R.N. ret.), Castle Douglas.

BARHAM BLOCK HMS NELSON PORTSMOUTH PO1 3HH

Why we are the Senior Service . . .

In your front page news item in July about the new "Supergrants," the Royal Navy was referred to as the Senior Service. While I am all for this privilege, an ex-Army officer who now runs the local garage at home disputes the validity of the title. He says there has been a regular Army longer than there has been a regular Navy.

As he is quite a boffin at history, each time I go home with a new reason he disagrees and gives me a further historical fact which seems just as valid and puts the army on top!

I wonder if you can provide some undisputed historical fact? — P. A. Orchard, Seaman (R), H.M.S. Bacchante.

How could anyone dare dispute anything that's on a fag packet?

More seriously, according to the Naval Historical Library, it is universal practice that the Royal Navy, as being historically the earliest standing force belonging to the Crown, takes precedence over the Army. Accordingly, when represented on ceremonial parades, the Navy's place is on the right of the line or at the head of a column.

As a standing force, the R.N. can, with certainty, claim to date from the year 1546, when the Navy Board was established by King Henry VIII, whereas authority for maintaining the Army needed to be obtained from year to year by special Act of Parliament.

Apart from this, the R.N. is historically older than any regiment of the Army. The use of the term "Senior Service" has probably not been in common use for more than about 100 years. — Editor.

Courageous Cradock

The letter from Lieut.-Cdr. G. D. Eggleton, R.N.R., T.S. York (July issue) mentions that Admiral Cradock was buried in York Minster.

Admiral Cradock's squadron, in the First World War, was destroyed by a superior German force. Aboard his flagship, the

Good Hope, he closed the enemy in a gallant attempt to save the stricken H.M.S. Monmouth, but his ship was blown up, with no survivors.

When the memorial tablet was unveiled in York Minster, it was said that the Admiral should be remembered in the same way as Sir Richard Grenville of the Revenge. — Arthur Wells, Sheffield.

Renown corrections

The book about H.M.S. Renown, which you reviewed (July issue) is not quite correct.

The lavatories did have doors, and only your feet were visible to anyone else.

She did not end her career at Portsmouth, as I was one of the stoker petty officers who went from Devonport to Pompey as a steaming party. In Plymouth Sound King George VI came aboard to meet President Truman. — H. J. Anns, Wantage (Oxon).

Uckers rules

Seeing the photograph in the July edition of uckers in action brought back memories of playing the game until the late hours of many an evening during my years in the WRNS (1971-75).

The rules — if indeed there are any standard ones — have since slipped my mind and I would be pleased to hear from anyone who could enlighten me. Perhaps I could get a few of my civvy friends addicted to the game — Jenny Childs (Miss), 19, Quayside Road, Bitterne Manor, Southampton.

Salute to kindness

When my father's cortege passed through Northern Parade, Portsmouth on August 2 a young Wren stopped, faced the procession, and saluted smartly.

I realize that this was in the best traditions of the Service to which she belongs, but I would like her to know that her kind and respectful gesture was much appreciated, and noted by all present. — D. R. Jutton, Portsmouth.

ASSISTANCE TO AUTHORS

P. M. Kingswell, 20 Jumpers Road, Christchurch, Dorset, researching for a book about H.M.S. Fidelity, would welcome word from readers who might have memories of the ship.

Lieut. D. M. Bate, R.N.R., 35 Spindlow Gardens, Leicester, LE2 9BX, researching "Navy humour over the years," would welcome copies of poems, songs and ditties.

F. Goldthorpe, 108 Haigh Moor Road, Tingley, West Ardsley, near Wakefield, W. Yorks, WF3 1EF, is researching the history of a Second World War German submarine, U 541, sunk by gunfire from H.M.S. Onslaught in 1946. He would like to contact former crew members of the Onslaught.

G. G. Connell, 23 Rosebery Gardens, Ealing, London, W13 0HD, has been commissioned to write a book about the 17th Destroyer Flotilla — H.M. ships Onslow, Oribi, Obdurate, Obedient, Opportune, Orwell, Offa and Onslaught. He would like to hear from any former members of the ships' companies who served during the Second World War.

N. P. N. Evans, 3 Rosemary Court, 53, Chantrey Road, Sheffield, is planning a book on the Malayan Campaign of 1941-42. He wishes to contact surviving ratings of the S-class destroyer H.M.S. Thanet sunk off Endau on January 27, 1942.

P. G. Edwards, c/o F.C.O. (Peking), King Charles Street, London, SW1A 2AH is preparing a humorous book on communications training at H.M.S. Ganges in 1949-50. He would like to hear from anyone who trained there about that time, particularly his old classmates or messmates in classes 213/214 with anecdotes of the time. He is also seeking Ganges yearbooks for both years.

Brave Capt. Hutchison

I noticed with delight my old captain's name mentioned in the August issue.

Capt. Colin Hutchison ran his ship, H.M.S. Breconshire, through dive bombing to reach besieged Malta, commanded H.M.S. Glencarn, an assault ship, in the D-Day landings, and went on to be commodore of a convoy attached to the U.S. Seventh Fleet in the Pacific fighting.

As commanding officer of a destroyer he rescued Prince Philip from Greece when the Prince was a baby in arms. He is a brave man. — Walter Morton, Sheffield branch R.N.A.



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Dartmouth in focus

1980 will be the 75th anniversary of the opening of the Royal Naval College at Dartmouth. We are compiling a pictorial history of the college to mark this occasion. We would like to appeal, through your columns, to anyone who has photographs or other material relating to the history of the college to lend it to us for a short time, with a view to inclusion in the pictorial history.

Every care would be taken of anything loaned to us, and it would be returned as soon as possible. Anyone prepared to make a contribution should write please to "The Captain, Britannia Royal Naval College, Dartmouth, Devon. TQ6 0HJ," marking their envelopes "75th anniversary Book." — Capt. Nicholas Hunt, R.N., Captain of Britannia R.N.C.

This is no time to worry about whether the wife's got her housekeeping.

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HELPING HANDS

Atlantic fayre day for Bristol

Hot dogs and ice-cream went down a treat at an International Year of the Child charity fayre held on board **H.M.S. Bristol** while the ship was on her way to Bermuda.

Of the numerous stalls, the lucky dip, organized by OEMs Dave Farrah and Adrian Boldly drew the biggest crowd, raising more than £100.

Another big attraction was the chance to throw water at the ship's executive officer, Cdr. Chris Belton, which was won (unfairly perhaps) by PO Mike Grigor who threw a bucket of water instead of a sponge. The fayre raised a total of £362 for the George Muller Children's Home in Bristol.

Competitions and sponsored events held on board **H.M.S. Hydra** during her seven-month deployment in the Middle East exceeded the £500 target figure and raised £811 for the Spina Bifida Ward of Queen Mary's Hospital, Carshalton.

Sixteen trainee medical assistants of Harvey Class, **Royal Naval Hospital**, Plymouth, pushed a bed round the city centre in a fun drive which raised £100 for the Friends of the Samaritans. To help the good cause, Fiona Balderstone, Miss Plymouth, went along for the ride.

A sponsored swim covering 50 miles by the ship's company of **H.M.S. Raleigh** raised £1,175 for the Plymouth Friends of the Disabled.

Designed to uplift

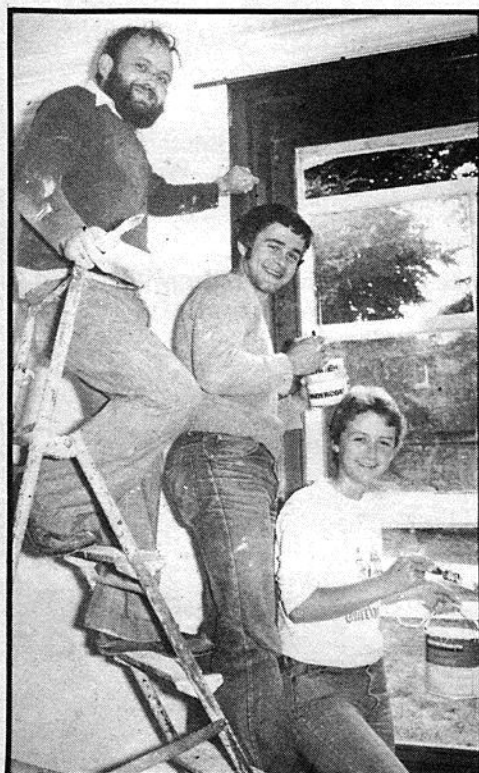
Severely arthritic residents of St Kilda Home, Brixham, are enjoying a new lease of life since a tail-lift was fitted to their minibus which makes it easier for them to get out and about.

The lift was designed, built and fitted by a team from the **Royal Naval Engineering College**, Manadon, which included Sub-Lieut. B. G. Hodges, Lieut. C. A. Nespias of the Argentinian Navy and Sub-Lieut. P. C. Chandler of the Royal Canadian Navy.

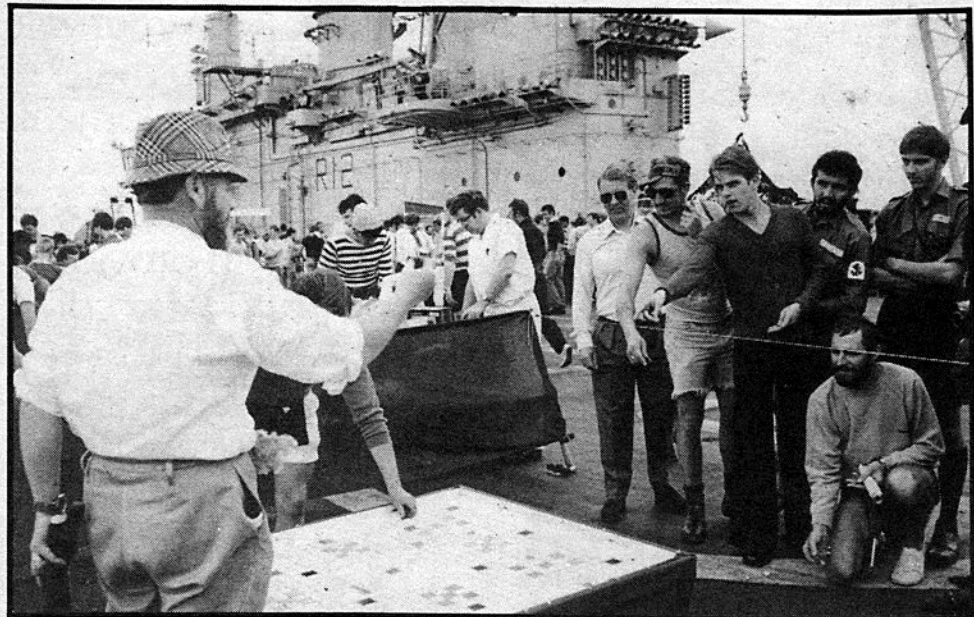
H.M.S. Pembroke, were tops in a 24-hour marathon hike at Maidstone in aid of Action Research for Crippled Children. Of the 144 service and civilian entrants ACK Kenneth Craig covered the longest distance — 135 miles — and Wren Elizabeth Nicholls covered 100 miles.

When CK Kevin Kilby of **H.M.S. Dolphin** won a 16 lb. 3½ oz. cake at Families Day by guessing its correct weight, he resisted the temptation to eat it and gave it to a party of children from the National Children's Home, Alverstoke, when they visited the Gosport submarine base.

Thirty members of the ship's company of **H.M.S. Tartar** helped to give physically handicapped children of Chailey Heritage School, near Lewes, a memorable day at the seaside when they assisted the staff of the home to take the children to Littlehampton.



A high-altitude job for three members of the Portland Helicopter Control Unit at **H.M.S. Osprey** who, with paint brushes, pots and ladders, transformed the interior of Brackenberry House, Fortuneswell, as part of their contribution to Age Concern. They are: AB Stephen Phillips (top); AB Nicholas Dykes and Wren Sue Havard.



Fete afloat

Fun-cum-fund-raising on board **H.M.S. Hermes**, whose ship's company held a fete on the flight deck while the helicopter-carrier was on passage to Mayport in Florida. Attractions included a fancy-dress competition, a tug-of-war, Morris dancing, a competition to see who could kick a football fastest and, in our picture, a throw your money stall. The fete raised £750 in aid of the Sailor's Children's Society, Hull.

Picture: LA/Phot) Danny du Feu

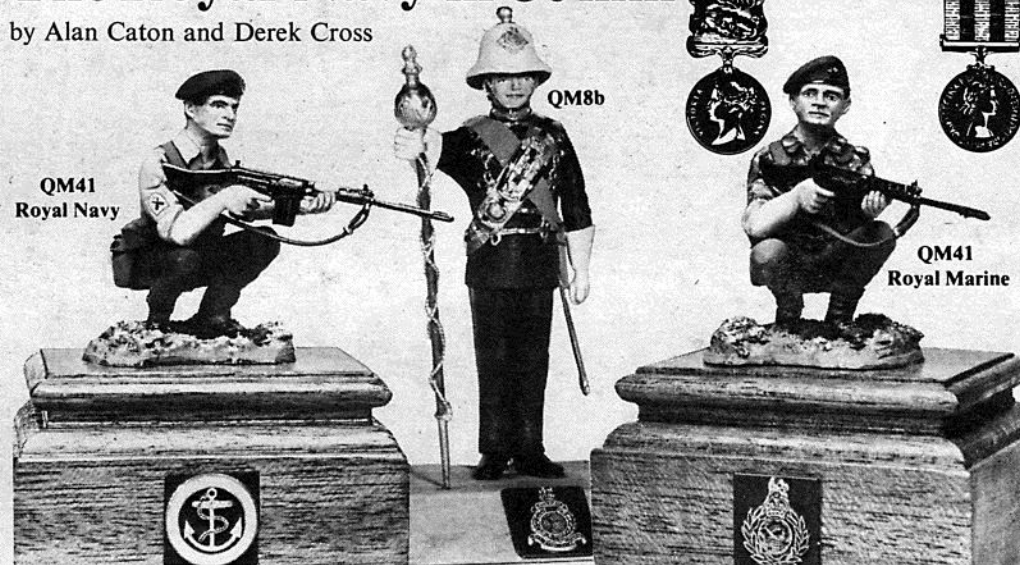


A team from **H.M.S. Daedalus** swam four miles from Old Castle Point in the Isle of Wight to the Hovercraft Slipway, Lee-on-Solent, to raise money for the Help the Aged fund. The sponsored swim, completed in 2 hours 45 minutes raised £220 towards a minibus for St Mary's Convent Community Centre, Portsmouth. The swimmers were (from left): CPO Tony Carey, Wrens Teresa Norris and Val Hodgkinson, Sub-Lieut. Bob Sherwood, EM(A) Gary Pooley, and POAF Roland Jones.

Splashing out for the aged

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Right — H.M.S. Shavington (M1180) and H.M.S. Lindisfarne in company with the French fishing vessel Locqueran, from the port of Audierne. The stern trawler was boarded 15 miles west of the Lizard for a routine inspection. Officers from the Lindisfarne checked the Locqueran's nets (see next page), how many days she had been fishing, tonnages of her catch, and the percentage of immature fish and fish thrown back from the last haul.

Below — Lieut. R. H. Butcher, first lieutenant in H.M.S. Shavington, and RPO Trainor, inspect the catch taken by the stern trawler Ciel de France, boarded 20 miles south-west of the Eddystone lighthouse. Ship's papers were examined and information required by the Ministry of Agriculture, Fisheries and Food recorded. Nets were examined for gauge, and to see if any illegal attachments were being used. The inspection ended with smiles all round and a friendly handshake (see next page).



These are the ships of the Fishery Protection Squadron:

Ton-Class MCM vessels — H.M. ships Bickington, Brinton, Crichton, Cuxton, Hodgeston, Pollington, Shavington, Stubbington, Wotton. H.M.S. Soberton is due to rejoin the Squadron in December.

Fast patrol craft — H.M.S. Tenacity.

Island-class offshore patrol vessels — H.M. ships Anglesey, Guernsey, Jersey, Lindisfarne, Orkney, Shetland and Alderney, the newest of the class, which was due to join the Squadron at the end of August.



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Trawlermen are by tradition rugged and independent souls, sensitive to weather, their boats, and anything that comes between them and a good catch.

It is all the more remarkable, then, that the Fishery Protection Squadron has been awarded the Royal Navy's Wilkinson Sword of Peace. The squadron has developed a close understanding with the fishing community, and has helped enormously in gaining the fishermen's acceptance of complex legislation.

The North Sea contains this country's richest fishing grounds — and her oil rigs. To the Fishery Protection Squadron falls the task of keeping an eye on the fishermen and providing constant surveillance on those very valuable oil and gas installations.

In 1977 the U.K. extended her fishing limits to 200 miles, increasing overnight the Navy's fishery protection "parish" from 30,000 square miles to 270,000 square miles. Add to that the ingredients of complex fishery legislation and rapid growth in oil and gas exploitation, and it is not hard to comprehend the size of the job.

Fortunately the habits of fish shoals are fairly predictable — and commercial fishermen follow

the shoals. About 80,000 square miles of the parish are largely devoid of consumable fish, and another 30,000 square miles are fished only at certain times of the year.

The Fishery Protection Squadron, based at Rosyth, is divided into coastal and offshore divisions. Eight Ton-class mine-countermeasures vessels and a fast patrol boat, H.M.S. Tenacity, form the coastal division, while the newer Island-class ships make up the offshore division, operating outside the 12-mile limit.

EXCELLENT SEA BOATS

The Islands have lived down early criticism that they were too slow and inadequately armed to defend offshore oil rigs against terrorist attacks. They were never intended as the frontline "teeth," and have proved to be excellent sea boats. The Islands are armed with 50mm Bofors guns and carry comprehensive communications equipment.

Indispensable to the Fishery Protection Squadron are the R.A.F. Nimrods based at Kinloss and St Mawgan, and 781 Naval Air Squadron's Sea Devons which fly sorties from Lee-on-Solent to the Channel and the Irish Sea.

These aircraft greatly extend the ears and eyes of the vessels on patrol.

Naval helicopters also play a part in support of the surface ships, and are deployed during

Sword of Peace



Below — A picture that captures the spirit of the Wilkinson Sword of Peace as Lieut. R. H. Butcher of H.M.S. Shavington takes his leave of the skipper of the French stern trawler Ciel de France.



The Captain Fishery Protection, Capt. N. J. Hill-Norton, admires the Royal Navy's Wilkinson Sword of Peace, presented to him by the Chief of the General Staff, General Sir Edwin Bramall.

The Sword of Peace for 1978 was awarded recently to the Fishery Protection Squadron in recognition of its outstanding contribution in humanitarian and community relations. Ships' companies of the Rosyth-based squadron have developed good and friendly relations and a close understanding with the fishing community.

During a subsequent ceremony at Rosyth, the Sword of Peace was received on behalf of the squadron by AB Jonathan Scott of H.M.S. Brinton. Vice-Admiral Sir Cameron Rusby, Flag Officer Scotland and Northern Ireland, made the presentation after ceremonial divisions for ships of the squadron. AB Scott, with 3½ years to his credit, is the longest serving member of the squadron.



Above — With H.M.S. Lindisfarne close by, boarding officer Lieut. Adrian Legge measures Locquenan's mesh size with a net gauge. Lieut. Legge, first lieutenant of the Lindisfarne, is assisted by Mid. Chris Kinsman. Gemini coxswain for this boarding was AB Ian Young, accompanied by AB Stephen Kitchen.

Below — Lieut. Butcher and RPO Trainor, from H.M.S. Shavington, inspect a fishy dinner in the stern trawler Ciel de France. The Gemini crew for this boarding were coxswain AB(MW) Stapleton and STD Smith.



Squadron!

busy fishing periods off the Tyne, the Hebrides, the Shetlands and the Isle of Man.

An emergency procedure, known as Operation Snapper, enables the Fishery Protection Squadron to call in the nearest helicopter to "fix" an offender when a surface ship is not immediately available.

An average offshore patrol lasts between four and five weeks with a 48-hour stand-down every ten days. Commanding officers are free to plan their "beats" on the basis of information available to them.

This comes from many sources, including oil rig supply ships, the rigs themselves, Coastguards, fishery inspectors and commercial helicopters.

All ships on patrol make regular signals to Maritime Headquarters and the Captain Fishery Protection, maintaining a comprehensive picture of activity in U.K. waters.

A proportion of British and foreign fishing vessels are boarded to check the catch, measure nets and gather information. Three or four boardings a day are average, although 16 is not unknown.

In 1977 a total of 12,789 foreign boats were sighted from the air and surface units, 1,546 were boarded and 42 brought before the courts. Last year 17,000 foreigners were sighted, 1,383 boarded and 20 prosecuted.

The relatively few prosecutions underline the fact that fishery protection is not solely geared to catching offenders. Squadron ships do not chase about the ocean "nicking" hoards of poachers.

Boardings are made basically to ensure that fishermen are complying with the law — and to build up a comprehensive statistical picture of foreign fishing activity in U.K. waters.

Evidence of the good and friendly relationships that the squadron has built with the fishing community resulted in the award of the Wilkinson Sword of Peace.

VESSELS IN DISTRESS

Ships of the squadron are frequently called upon to help fishing vessels in distress. There were several occasions last year when boats were towed to port with broken engines or net-fouled propellers.

The nature of the task also means that ships on patrol become involved in search and rescue operations for fishing vessels. The squadron exists not only to protect the fisheries, but also the men and ships in the industry.

Major oil spillages, such as those from the Eleni V or Christos Bitas, have added another dimension to the squadron's tasks. The ships carry tons of oil dispersant so that they can quickly counteract spills capable of causing long-lasting damage to fishing grounds.



Fleet Air Arm win a thriller

Fleet Air Arm swept the board at one of the most thrilling Royal Navy Field Gun competitions seen at the Royal Tournament.

Three of the four trophies were decided on the very last run of a fiercely contested competition. Portsmouth, on 24 points, could only watch as Fleet Air Arm and Devonport started the final run. If Air won, they would clinch all four trophies. If Devonport won, Portsmouth and Air would share the Challenge Cup.

Air took the lead, Devonport won the run back. With everything resting on the home leg, Air made it by a nail-biting 0.7 sec. margin.

Their haul, later paraded through the streets of Gosport, was the Inter-Command Challenge Cup, the Fastest Time Challenge Cup (which Air won with a new Earls Court Record of 2min. 44.4 sec.), the Aggregate Time Challenge Cup, and the

Plymouth Gin Challenge Cup and silver salver for incurring least penalties in all 16 Tournament runs.

Portsmouth won the Copenhagen Cup, awarded to the B crew obtaining the best aggregate time during nominated runs on "home" territory.

The last time Air won four trophies was in 1972. Portsmouth and Devonport recorded identical fastest runs of 4 min. 44.9sec., just 0.3 outside the record that Devonport set last year.

Detailed results:

1, Fleet Air Arm (aggregate time 46min. 15.5sec.; fastest time 2min. 44.4sec.); 25 points.

2, Portsmouth (aggregate time 47min. 51.1; fastest time 2min. 44.9 sec.); 24.

3, Devonport (aggregate time 48min. 10.5sec.; fastest time 2 min. 44.9 sec.); 22.

Fleet Air Arm incurred least penalty points, 14, against Devonport's 60 and Portsmouth's 98.

Fleet Air Arm winners all — left to right: CPOTI Micky Patterson with the Fastest Time Challenge Cup; Lieut. Ivor Milne, F.A.A. Field Gun Officer, with the Plymouth Gin Challenge Cup; FCREL(A) George Gilholm, first trainer of the victorious crew, with the Inter-Command Challenge Cup; and CEL(A) George Delaney, second trainer, with the Aggregate Time Challenge Cup.

University of the sea . . .

Three days in Paris provided an interesting and enjoyable break for 34 university students on a two-week sea experience cruise. They were embarked in H.M.S. Isis, tender to the Southampton University R.N. Unit, H.M.S. Dee (Liverpool University), and H.M.S. Thornham (Aberdeen University).

The ships joined up at Portsmouth, then exercised in the Channel during the crossing. The midshipmen were able to take control during manoeuvres which included the transfer of stores while under way and the towing of another vessel.

For the complicated passage up the Seine the ships were handled by Royal Navy officers, with the midshipmen on the bridge to learn and assist.

Versailles

But the trip was not all work. Apart from an organized tour to the Palace of Versailles, the students had time to see the sights of Paris by day and night.

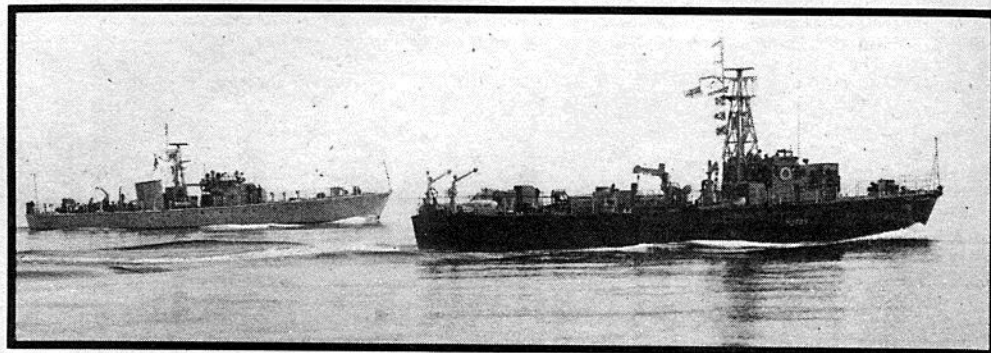
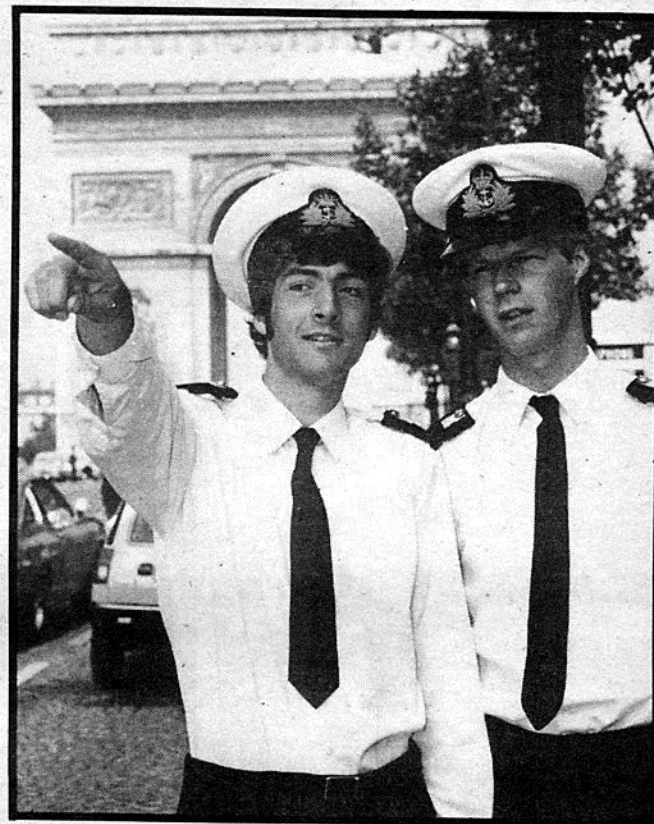
There are four university units run by the Royal Navy, each with its own small ship. Before the Paris trip, the Isis and the Thornham, both inshore minesweepers, spent some time as guardships at the scene of salvage work on the German tanker Tarpenbek, which sank off the Isle of Wight after a collision.

H.M.S. Dee is a 140-ton seaward defence vessel.

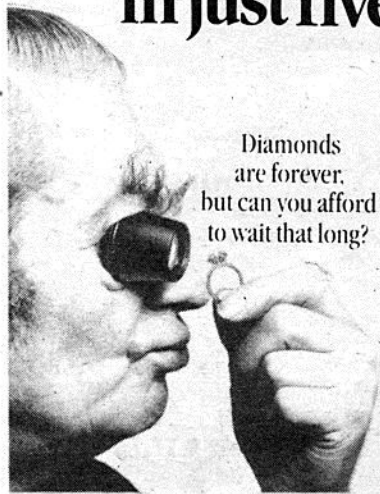
. . . in belle Paree!

Right: Against the backdrop of the Arc de Triomphe, Mid. Graeme Loten points out the sights of Paris to his fellow member of Liverpool University R.N. Unit, Mid. Christopher Abbott. Below: H.M.S. Dee (left) and H.M.S. Thornham in the English Channel.

Pictures: LA(Phot) Steven Pratt



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Now it's the 'Royal Yacht' Pollington...

The fishery protection vessel H.M.S. Pollington took on the unexpected role of royal yacht while in Isle of Man waters last month.

King Olav V of Norway went on board to review the Manx herring fleet during his visit to the island for the millennium celebrations there. Bad weather had forced his Royal Yacht, the Norge, to remain at her anchorage in Douglas Bay, so the Pollington — on routine patrol — was called in to embark the royal party at Peel.

The King was accompanied by the Norwegian ambassador; four senior officers of the Norwegian Navy; Capt. J. M. Tait, commanding officer of H.M.S. Cleopatra; and senior officials of the Manx Government and members of Peel District Council.

Also on board were a family of four rescued

by the Pollington when their yacht became lost in thick fog five days previously.

The Pollington was on her way to help a grounded fishing vessel when the 38ft. Adastr radioed for help off Chicken Rock. The yacht was located by radar and towed to Peel.

MORE AID

The patrol craft continued its original mission to help the stranded fishing vessel, but a combination of wind and tide prevented a tow being passed. The trawler was later refloated with the help of a shallow-draught vessel and a mechanical digger.

The Pollington headed back to Douglas — but her busy day was not quite over. On her way back she located another lost yacht and gave the crew a course for Ramsey.

Hong Kong vacancy

Who fancies life Hong Kong style? With completion of duty by the present manager of the China Fleet Club next February, applications can now be made for the post by Fleet Chief and Chief Writers (ex-Service or those whose pensionable engagements expire before mid-February). The engagement will be for three years on Extended Service terms, with the option of a further three years.

Naval pay rates are augmented by club pay, and a free flat is available.

An official announcement with more details is expected shortly. Meanwhile applications can be made to NP2, MOD, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

FAMILIES

Motto of the Naval and Personal Family Service might well be "Helping people to help themselves."

This worthwhile work within the naval community results in help for the sailor and his family that in turn helps the Royal Navy.

It is work that, although frustrating at times, gives the satisfaction that many jobs lack — satisfaction in the sense that the Navy is seen providing a practical mark of its concern and care for the families of naval personnel without removing personal independence and strength.

In giving her impression of her work, PO Wren FS Lorna Turner, of H.M.S. Pembroke, says it would be impossible to describe a typical day because, apart from report-writing and visiting, each day is different.

But let her take up the story . . .



PO Wren FS Lorna Turner at work.

Building new bridges over those troubled waters

From training at H.M.S. Drake you begin to realise the extent of the job you have undertaken. It is non-stop from the time you get up until you finish — not necessarily at five o'clock. People in need are not nine-to-five people, so you, in turn, cannot become one.

And the job cannot be done alone. People are dependent on you, but in turn you are dependent on others.

For example, at H.M.S. Pembroke I could not do my job without the co-operation of the Motor Transport Section. The area we cover stretches throughout Kent and a car is essential. The M.T. office supplies us with a self-drive car each day and our work is planned from there.

Discussion

On Tuesdays and Thursdays we staff the Naval Families Advice Centre on the Dargats Wood Estate. The wives who come to see us with their queries and problems are away from home and can talk more freely over coffee, with the children playing with toys provided.

Our week starts with a group discussion with our senior naval social worker, who gives help and advice on our case-loads for the week. Visits are planned and the previous week discussed.

From then on it is up to us and our work begins.

Visiting a house, you never know what problems you may find until you get there — whether it be lonely and depressed wives, marital

Special training

A Petty Officer Wren Family Service (PO Wren FS for short) is specially selected and trained for her duties.

All members of the category are drawn from serving WRNS ratings who must be at least 21 and have been in the WRNS for three years.

Volunteers are called for by signal twice a year. Names for the next course, starting in January, were due in by September 4.

problems, new babies with problems, mentally or physically handicapped children, baby or wife battering. There is always something to do.

New arrivals

We also attend wives' group coffee mornings and carry out welcoming visits to new arrivals on the estates, giving them information on doctors, health visitors, bus routes, ships and so on.

It is also essential to build up a close working relationship with the Social Services, the Community Officer, and educational welfare officers.

You tend to spend your first week meeting most of these people. The personal contact helps — you are no longer a voice at the end of a phone.

Naval Patrol

The Naval Patrol and Regulating Department are also helpful. If an unpleasant visit has to be made they are very good about accompanying you. They may not be needed, but at least they are there.

Good liaison with your ship is also helpful. We have one lady with multiple sclerosis: she is confined to a wheelchair and without help was unable to leave her home because negotiating the doorsteps was impossible.

The shipwrights from the Fleet Maintenance Unit at Chatham built a set of ramps to her front door and she can now



Pictures: PO(Phot) Roger Smart

Happiness is Wren-shaped, goes the old saying . . . and there's no denying from the picture below that it's also Panda-shaped, elephant-shaped and teddy bear-shaped. With this smiling band of Kent children are PO Wren FS Jenny Duncan (left), playgroup leader Mrs. Marily Beaver (centre) and Lorna, who gives her impression of her work in this page.

leave her house unaided for the first time.

The Royal Naval Benevolent Trust, H.M.S. Pembroke Married Quarters Office and Chatham Social Service Department have also been approached with a view to helping this lady with aids for her married quarter with the hope that she might become practically self-sufficient, and with the aid of a self-propelled wheelchair able to do her own shopping and visit her friends, thereby regaining her independence.

The work is hard but rewarding and you cannot always please the client in the way expected — although alternatives for those in need can be given.

The world "liaison" is vital and in Chatham nearly all agencies and personnel co-operate.

Without that co-operation our job would not only be traumatic — it would be impossible.

In tune with SSAFA

Tim Smithers will be 21 on September 10 — and that should please the Soldiers', Sailors' and Airmen's Families Association.

For Tim plans a marathon birthday organ recital from 10 a.m. at the Guild Church of St Martin-within-Ludgate to raise money for SSAFA. A law graduate and son of the Association's Controller Mr. David Smithers, Tim is dedicated to making music for good causes.

His play-in will include works by Bach, Vivaldi, Buxtehude, John Ireland and William Mathias.

Bottom prices at the Naafi

A survey carried out earlier this summer among self-service stores and supermarkets in highly-competitive areas showed that after deduction of discount, dividend or trading stamps, only one shop's goods were cheaper than those of the Naafi.

Even before the deduction of discount, dividend or trading stamps, 28 of the establishments were dearer than Naafi.

The surveys were carried out at Elgin, Aylesbury, Salisbury, Camberley, Warminster, Portsmouth and Greater London. The "cheaper" shop after deductions was in Portsmouth.

SHELF PRICES

A Naafi report states:

"The comparisons were based on Naafi list prices on the date of the test but, in fact, Naafi shelf prices are invariably lower, overall, than list because food items are not re-priced on the shop shelves but remain at the old price until sold and replaced with fresh stock from the store.

"A comparison based on shelf prices in the Naafi shops on the test date in each tested area showed that before allowance for stamps or discount, only nine shops were cheaper than the local Naafi shops, one was identical and 38 were dearer.

"After stamps or discount all 48 shops were dearer than Naafi."

Six of the tests were carried out by Retail Audits Ltd. and the seventh, in Greater London, by the Naafi prices branch.

Wives on course

More than 20 wives visited H.M.S. Collingwood on a special afternoon for the families of mechanics on course. They saw the Type 21 frigate Ops. room, the Underwater section and the mechanics' workshops.

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GET WISE ON **DCIs**

Price of freezing your benefits

Because of increases in naval pay and in the cost of living, both benefits and contributions in the Naval Dependents Income and Assurance Trust are to go up, in order that they may maintain their value when compared with rates of pay.

The increases will be effected without regard to a member's state of health.

However, members who feel that their present cover is sufficient may choose to freeze their benefits, but they will no longer be entitled to automatic increases in benefits when future cost-of-living reviews are implemented.

Those interested are reminded that all serving members of N-Trust are paying their premiums net of the appropriate income tax relief.

DIC (RN) 477

☆ Supergrants

As reported in the July Navy News, the Nuffield Trust, which has already made vast sums of money available for Forces schemes, has now introduced a plan for "supergrants" which each Service will get in turn, namely once every three years.

A start will be made with the Royal Navy in 1980, the amount of the grant being £75,000, with an upper limit of £100,000 in very special cases.

Proposals must fall within the normal Trust rules. For instance, money cannot be allocated for an

item which in the view of the Trustees should be provided by the Government.

Grants will normally be for the provision of "fixed assets."

The R.N. has not a great deal of time in which to prepare a project for 1980, and commanders-in-chief are calling now for submissions to be made.

DCI (RN) 421

☆ Just testing

An opportunity to earn up to £200 in extra pay (with the possibility of privilege leave) is open to ratings who volunteer for scientific studies at the Institute of Naval Medicine at Gosport.

Those taking part are required

to live in a self-contained human isolation chamber, undergoing tests constructed to register their performance and mental ability under various conditions. All tests and studies are explained in detail before they start.

Recent trials have been concerned with submarine escape survival and the effects of fire-fighting agents for use in confined spaces of H.M. ships and submarines.

DCI (RN) 427

☆ S.D. move

A continuing shortage of candidates for the Special Duties List in (g) and (tas) sub-specializations has resulted in an extension of the scheme for the transfer of a small number of WE Branch ratings.

Existing and future (g) and (tas) candidates are assured that their prospects of promotion to SD officer rank will not be affected by these transfers.

DCI (RN) 439

☆ Recognition

Standards achieved by Communication Branch ratings on advancement to leading radio operator (G) (T) and (SM) are now to be recognized by the City and Guilds of London Institute.

The award is known as CGLI 777 Communication Operators' Certificate. It provides a recognised radio operator qualification, enabling holders of the certificate to prove more readily to potential civilian employers their competence as a radio operator.

DCI (TN) 440

☆ Appeal cash

The 1978 First of June Appeal for R.N. and R.M. officers' charities raised £20,742 (nearly £9,000 of this from a draw). The committee have decided to allocate £6,000 for further investment, leaving £14,742 for distribution to the 13 charities.

While it may be possible to hold a draw in alternate years, the 1979 appeal will consist solely of a letter to commanding officers, accompanied by subscription lists and covenant forms.

DCI (RN) 448

☆ Salvage money

A salvage award has been made to H.M.S. Kellington for assistance rendered to the motor fishing vessel Castle Cove on January 6, 1976.

DCI (RN) 453

☆ Suitable

A new pattern suitcase is being introduced for WRNS ratings, QARNNS personnel, and clerical and quarters assistants. It is of commercial design, in black fibreboard, and is about 2lb. lighter than the existing issue.

DCI (RN) 454.



MANUAL WORK ...

A new Naval Weapon Engineering Manual, the BR 300 series, is to be issued to reflect new responsibilities consequent on the Engineering Branch development. A number of separate volumes, when fully developed, will provide a comprehensive and effective set of instructions and guidance.

BR 2551 will be replaced by BR 300(1), giving management instructions and defining weapon engineering duties and responsibilities; and by BR 300(2) on training.

BR 2553 will be replaced by a number of separate books on specific engineering subjects.

DCI (RN) 473

"Can I interest you in a complete set of the new BR 300 series?"

Trials in spring for Speedy

H.M.S. Speedy, the 117-tonne hydrofoil built by Boeing, is due to be accepted from the contractor for fitting out at the end of this year.

Following commissioning and acceptance trials in spring 1980, H.M.S. Speedy will undertake a four-month period of technical and human reaction trials, followed by a six-month operational evaluation in the offshore protection role.

In the long term, the craft is intended to be used for evaluation of the hydrofoil's capabilities in other roles, including possibly anti-submarine warfare and surface strike.

CINCFLEET will exercise full and operational command. H.M.S. Vernon will be the administrative authority.

DCI (RN) 437

Four Navy men for High Arctic

The Royal Navy has four successful applicants from the volunteers to take part in the Joint Services expedition to Princess Marie Bay, Ellesmere Island, in the Canadian High Arctic.

The lucky ones are CPO S. R. Williams (leader, finance) R.N.A.S. Portland; Lieut. B. F. Wits (deputy leader, equipment and victualling, ornithology), H.M.S. Excellent; Cpl. E. W. M. Martin (mountaineering and boats officer), R.M. detachment, H.M.S. Mohawk; and POMA J. R. Smith (medical officer and entomology), Cdo Log Regt., Royal Marines.

The expedition has been chosen by the Joint Services Expedition Trust Committee to be the biennial sponsored joint service expedition. It will leave the U.K. in late May, 1980, and return in early September, 1980.

DCI (RN) J 506

☆ Royal birthday

Saturday June 14, 1980, is the date fixed for the next observance of the Queen's birthday, at home or abroad.

DCI (RN) J 445

☆ Wrens may train

WRNS air mechanics (airframes and engines) may now train as aircraft mechanics.

The conditions of selection, training, and advancement, will be identical to those applied to R.N. ratings under existing rules.

The announcement says that since only a small number of WRNS air mechanics are available for selection, sea/shore ratios and advancement/promotion prospects "will not be affected significantly."

DCI (RN) 391

(This DCI appeared incorrectly last month).



"... And Jock's just bought a new collar stud!"

Collared!

Improved pattern white collar-attached shirts were introduced in 1977, and approval has now been given for these shirts to be worn with No. 1 dress, and for the deletion of tunic style shirts and separate collars from R.N. ratings' kits. Tunic style shirts and separate collars may continue to be worn until they require replacement.

Separate instructions will be issued regarding QARNNS and WRNS ratings' shirts.

DCI (RN) 479

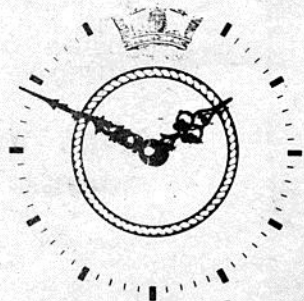
HOME-TOWN DUTY

The possibility of three months' home-town duty is offered to volunteers willing to assist the R.N. and R.M. Careers Service during 1980. R.N. and WRNS junior ratings of any category may apply, but they must be "of good personal quality and likely to give a favourable impression of the Service."

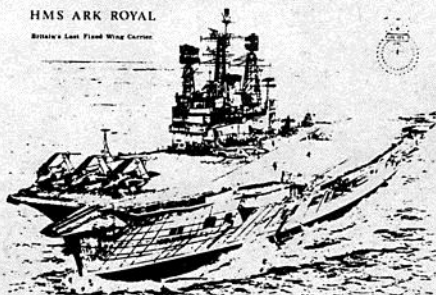
Those accepted will be required to attend schools, exhibitions and shows, and to carry out Careers Information Office reception duties.

DCI (RN) 476

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HMS ARK ROYAL

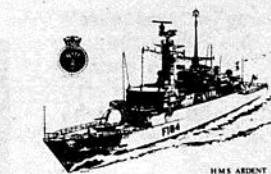
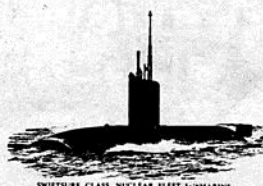


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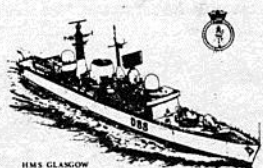
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GET WISE ON DCIs

THE ENGINEERS COTTON ON . . .

Needles will be flashing and cotton tightening round new badges seeing the light of day for the first time as, from September 1, Engineering Branch development brings about a change of title for nearly 20,000 ratings.

It is a development which has needed a mass of administrative changes dealt with in four Admiralty Board announcements. (A further DCI, reported below, deals with changes to the Air Engineering Sub-Branch, in which ratings will change titles and badges exactly a year from now).

First of the series of four announcements

draws attention to the main alterations to the advancement regulations being published in "Changes 96 and 97 to BR 1066."

Other than adjustments to the pre-selection qualifications for Special Duties List engineer officers which also affect Air Engineering sub branch ratings, the changes to the advancement regulations are confined to the Marine Engineering and Weapon engineering sub branches.

The details mention the introduction of a Switchboard Operating Certificate (SOC) in the ME sub branch in General Service, and a Gas Turbine Watchkeeping Certificate (GWC) as an

alternative to the Boiler Room Watchkeeping Certificate.

In the second announcement are details of the changes to be made to ratings' service certificates, history sheets and associated documentation on the change of ME and WE ratings' titles on September 1, 1979.

A hint of the complexity of the changes is given in a paragraph which says: "Where doubt exists as to the title a particular rating will have after September 1, 1979, final changes to documentation should await the arrival of the nominal list of all ME and WE ratings from H.M.S. Centurion."

Tables of ratings' titles are given in the announcement.

The third statement referring to the arrangements for the amendment of BR 3000, Marine Engineering Manual, says that a complete replacement of chapter 2 is now being issued.

The fourth announcement publishes the syllabuses to be used for Weapon Engineering Fleet Boards and Examining Boards in General Service and the Submarine Service from September 1, 1979.

DCI (RN) 490-493

A common lot of specialists!

"Team spirit" will have added meaning in the Royal Navy's Air Engineering (AE) sub-branch as a result of changes following the Engineering Branch study report.

Plans approved by the Admiralty Board have the over-riding aim of ensuring that the AE sub-branch adapts to the engineering task now implicit in technological developments within the Service.

At the same time, there are safeguards to preserve continuity, minimise alterations, and retain proven features which are the foundations of the sub-branch strength.

During the rundown of fixed-wing carriers, manpower in the AE sub-branch has reduced significantly, while at the same time, the Fleet Air Arm task has become more diversified.

The importance of increased operational flexibility has accentuated a continuing need to improve efficiency by better use of manpower, particularly in an increased number of small units.

One objective of the programme now announced is to widen the common ground between trades and clear out boundaries in order to make better use of manpower through improved cross-trade

understanding, especially at first-line servicing.

Other features of the programme are to:

Reduce an existing imbalance between categories, which in the case of the present AW category is critical, because it is unable to support its own advancement structure.

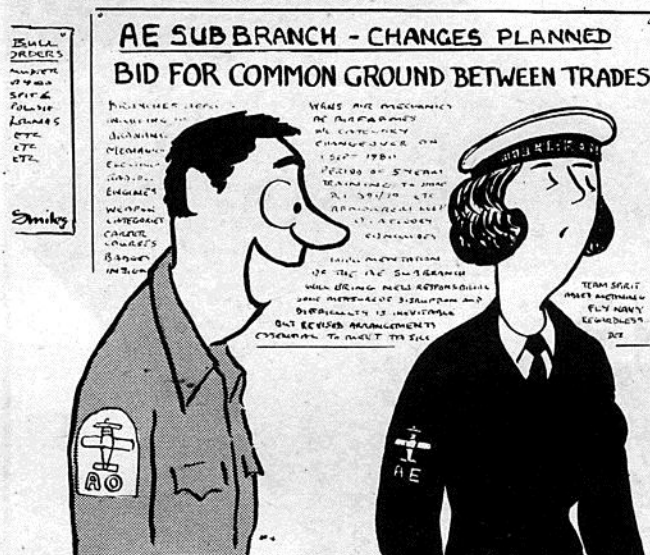
Increase the ratio of senior mechanic ratings to artificer/mechanicians in squadrons in order to provide more technical responsibility and job satisfaction for mechanics, and also to save on numbers of valuable skilled personnel.

Emphasize the supervisory role of leading rates.

Transfer the present ground radio work at air stations to the WE sub-branch as soon as practicable, since the equipments in many cases are common to those already maintained by WE personnel.

Identity

The AE sub-branch development will retain both its electrical and mechanical skills, but within different trade groups. It will comprise artificer, mechanic, and mechanic streams, each with the uniform title of Air Engineering, in order to foster the principle of common identity between trades.



"How about a common settee, then?"

The main categories will be reduced progressively to three, namely Mechanical (M), Radio (R), and Weapons Electrical (WL).

Present Airframes and Engines (AE) and Air Radio (AR) ratings will change their categories to (M) and (R) respectively, without conversion courses. Subsequent career courses will be of wider content to match expanded employment.

Present Air Weapons (AW) and

Air Electrical (AL) ratings will, initially, change their categories to Weapons (W) and Electrical (L), respectively. These two categories will be merged progressively by means of career and conversion courses to form a single Weapons Electrical (WL) category.

Present Air Ordnance ratings will retain the suffix "O" in their titles unless converted to WL.

Insignia

The existing number of WRNS air mechanics will be increased, and R and WL categories introduced. Extraction of Wren air mechanics from the present AE Airframes and Engines category has already been announced (DCI 391/79). An extension of this scheme to encompass the R and WL categories is planned.

A common badge insignia will be introduced for all Air

Engineering mechanics. Badges will be annotated, M, R, or WL, with ratings unconverted bearing either W, L or O lettering.

All AE sub-branch ratings will change titles and badges on September 1, 1980, with the bulk of the changeover from W and L to trained WL categories taking place over a period of about five years.

The Admiralty Board announcement concludes:

"Implementation of the AE sub-branch changes will bring new responsibilities. Some measures of disruption and difficulty is inevitable, but the revised arrangements are essential to meet the changing Air Engineering task."

"The very long timescale involved makes it most important to start the evolutionary process now to ensure that the reorganisation gets off to a good start."

DCI (RN) 531

SUNNY SMILES



Miss Collingwood, Wren Jane Fothergill, was an obvious favourite on board the Japanese training ship Katori when the vessel visited Portsmouth with another ship of the country's Maritime Defence Force, the Mochizuki. The visiting sailors, hosted by Collingwood — where Jane works as a weapon analyst — visited various establishments in the area and took part in a ceremony at the War Memorial on Southsea seaford.

Picture: PO(Phot) Len Cobbett

Euryalus's £325 for Raylene

H.M.S. Euryalus turned showboat for a day while on passage to Kalmar in Sweden . . .

The flight deck became the venue for a "vicarage garden fete" which preceded a performance by the Euryalus Old Bellringers Operatic and Dramatic Society.

The events, organised by CPO "Derby" Allen and the CPOs mess, raised more than £325 for Raylene Ellis, a severely handicapped girl from Plymouth who could be helped by treatment in America. An appeal fund has been set up to raise enough money to send her there.

During a relaxing week-end in Sweden the ship's company took part in sports, banyans, expeditions to the nearby island resort of Oland, and a visit to a sweet factory.

The Euryalus returned to Devonport for leave, calling in at Portland for a quick "Thursday war" on the way!

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NATO's GOING PLACES . . .

For the first time the Standing Naval Force Channel, the NATO squadron of mine countermeasures vessels, has visited Portugal, making its most southerly landfall yet.

The seven ships of STANAVFORCHAN, which includes H.M.S. Wilton, put in at Lisbon to show the Portuguese Navy the latest techniques of mine warfare.

Present commander of the force, Cdr. Hugh Willis R.N., took senior Portuguese officers to sea for an intensive demonstration, and later said at a press conference that modern mines

could make the Lisbon seaway potentially lethal.

Command of the squadron rotates on an 18-monthly basis between Britain, Holland and Belgium. Cdr. Willis took over in May from a Belgian officer.

Besides the Wilton the ships which visited Lisbon were Belgium's Breydel, West Germany's Lindau, the Hoogezand and Gie-thoorn from Holland, and the U.S.S. Leader and U.S.S. Illusive.

The American ships left the squadron after the Lisbon visit, having been farther from home than any other American MCM vessel in peacetime.

● Portuguese play mine hosts — centre pages.

H.M.S. Bacchante is answering a transatlantic call to take over from her sister ship H.M.S. Ariadne at Fort Lauderdale, Florida, as the Royal Navy's representative in the Standing Naval Force Atlantic.

The Bacchante sailed from Devonport in July after an assisted maintenance and leave period. She crossed the Atlantic with H.M. ships Hermes and Bristol, H.M. submarine Courageous, and R.F.A.s Olwen and Regent, the Bacchante detaching to visit Bermuda.

Earlier she had had an arresting time as Fleet Contingency Ship on fishery protection duties in the Hebrides-Rockall area . . .

Thirty miles west of St Kilda a Spanish fishing vessel, the Manuas, was found to have a proportion of illegal catch. She was arrested by the Bacchante and escorted to Stornoway where a £6,000 fine was imposed and the catch confiscated.

The fishery protection craft H.M.S. Brinton took over sentry duty until the fine was paid, allowing the Bacchante to steam south for her rest period.

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VOTE NOW!**

If you are a member of the Armed Forces, or the wife or husband of a member of the Armed Forces, you can only vote if you are registered as a service voter.

Did you (or your wife or husband) miss your chance to vote at any of the elections earlier this year? You must be registered as Service Voters in order to vote at local, national or European parliamentary elections. If you haven't registered you can't vote. But once your name is on the electoral register you need not register again because your name is carried forward to next year's register unless you change or cancel the registration or cease to have a service qualification.

Registration forms will not be distributed

automatically this year. You must obtain your registration form from your ship or Service Unit; they will be available at the end of August. (In case of difficulty please contact your local Electoral Registration officer.)

Complete the form and send it to the Electoral Registration Office for the area in which you wish to register as soon as possible. It must be signed and dated by 10th October (15th September for Northern Ireland Constituencies) if your name is to be included on next year's register.

It's your vote X don't lose it!

Issued by the Home Office.

Culdrose pair win awards

Two Royal Navy search and rescue aircrew who braved a force nine gale, 40ft. waves and freezing temperatures to save a Spanish seaman have received Queen's Commendations for Valuable Service in the Air.

Lieut. Ian Vernon Munday and LACMN Raymond John Walters, who received the awards, were captain and aircrewman of a Sea King helicopter which flew from R.N. air station Culdrose to the aid of a Spanish vessel north of the Channel Islands on the night of January 4.

By the time the helicopter arrived the vessel had sunk. Four survivors were seen clinging to floating wreckage and LACMN Walters was lowered by winch to attempt a rescue, being continually submerged as the massive waves swept over him.

Exhausted

Cold and exhausted, he was winched up and Lieut. Munday attempted a lift using the single-stop method, eventually succeeding in picking up a survivor. But by the time the winch was lowered again the remaining seamen were too weak to grasp it.

Lieut. Munday descended the wire himself but could not overcome the wave problem. As it appeared that the seamen had succumbed to the freezing tem-

peratures he was winched up and the survivor flown to hospital.

After the helicopter was refuelled at Portland, Lieut. Munday and LACMN Walters — both drenched, exhausted and suffering from hypothermia — returned to the scene to carry out a fruitless search throughout the night.

The citations which accompany the awards praise Lieut. Munday for his "qualities of leadership, endurance and personal courage," and LACMN Walters for his "high degree of professionalism, great fortitude and devotion to duty."

APPOINTMENTS

Port Admiral, Rosyth

Rear-Admiral J. E. C. Kennon, Assistant Chief of Naval Staff (Policy), is to be Port Admiral, Rosyth, in January. He will continue as Chief Naval Supply and Secretariat Officer.

His previous appointments have included military assistant to Admiral of the Fleet Earl Mountbatten when he was Chief of the Defence Staff; Secretary to the First Sea Lord (then Admiral Sir Michael Pollock); and command of H.M.S. Pembroke.

Succeeding Rear-Admiral Kennon as Assistant Chief of Naval Staff (Policy) will be Commodore D. R. Reffell. He takes up the appointment in December in the acting rank of rear-admiral, and is to be promoted rear-admiral on January 7.

Commodore Reffell, who became Commodore Amphibious Warfare in June, 1978, was appointed A.D.C. to the Queen in July.

Other appointments recently announced include:

Capt. A. J. Dunn. Diomedes in command

and as Captain 2nd Frigate Squadron, October 30.

Capt. K. S. Pitt. Sirius in command and as Captain 6th Frigate Squadron, November 9.

Capt. R. G. Sharpe. Norfolk in command, January 15.

Capt. T. L. M. Sunter. Cambridge in command, January 15.

Capt. R. H. C. Heptinstall. For DG Ships with CNSA for Battleaxe in command, December 11.

Capt. M. L'E. Tudor-Craig. Dryad as Director, Maritime Tactical School, January 8.

Cdr. M. G. T. Harris. Glamorgan in command, January 9.

Cdr. G. A. S. C. Wilson. Rothesay in command, December 18.

Cdr. J. A. A. McCoy. Andromeda in command, April 29.

Cdr. N. R. Hodgson. Courageous in command, January 29.

Cdr. R. J. Fisher. Berwick in command, December 29.

Lieut. R. A. I. McLean. Gavinton, February 27 and in command.

● The Rev. J. A. G. Oliver, staff of C-in-C Naval Home Command and Flag Officer Portsmouth, was appointed honorary chaplain to the Queen on August 26.

Back to 'The Cruel Sea' . . .

Author Nicholas Monsarrat, whose novel "The Cruel Sea" reflected his own experiences in the Battle of the Atlantic, died on August 8, aged 69.

Five days later the Royal Navy honoured his wish by committing his ashes to the sea. The ceremony was conducted in the frigate H.M.S. Scylla in the Channel.

Mr. Monsarrat served as a lieutenant-commander in the Royal Naval Volunteer Reserve between 1940 and 1946, with wartime commands of a corvette and a frigate.

Among those on board the Scylla to pay their last tributes on August 13 were Admiral of the Fleet Sir Edward Ashmore and Lady Ashmore; Admiral Sir Derek Empson; Rear-Admiral Sir Nigel Cecil and Lady Cecil; and

broadcaster Mr. David Jacobs. The service was conducted by Portsmouth Naval Base chaplain, the Rev. John Oliver.

OBITUARY

M. R. A. Tuttle. PO. H.M.S. Avelley, July 19.

A. P. Thompson. A/LCK. H.M.S. Excellent, July 19.

C. R. McFarland. NA1. R.N.A.S. Culdrose, July 21.

P. Green. Sub-Lieut. R.N.E.C. Manadon, July 22.

P. G. Belshaw. CPO(OPS)(R). H.M.S. Dryad, July 30.

J. M. Alderson. MA. R.N. Hospital Plymouth, August 11.

A. J. Wilson. AB. H.M.S. Peterel, August 12.

R. H. Kerr. Lieut.-Cdr. H.M.S. Achilles, August 15.

J. C. Westley. CEM. H.M.S. Vernon, August 16.

Sue Meyrick (nee Hurst). Former First Officer, WRNS. At Hamilton, New Zealand, after a long illness.

Alternative energy for the ships

Everyone with his Mini or Rolls-Royce is mindful of dire warnings about "when the oil runs out," but the problem is just as acute for navies as for domestic transport.

In his foreword to "Jane's Fighting Ships 1979-80," the editor, Capt. John E. Moore, points out that in the face of spiralling oil prices and the cost and complexity of nuclear propulsion, the need for alternative forms of power are as vital at sea as on land.

Examining the various alternatives that have been tried: liquefied coal in a United States destroyer, hydrogen in an inter-continental aircraft, solar power in another aircraft, and the fuel cell used in the Gemini and Apollo projects, the fuel cell offers the most promise.

"A British invention," he says, "the fuel cell is now under development in several countries (though alas not in Britain). It combines the advantages of high overall efficiency, silence, minimum manpower, lack of heated exhaust and simple maintenance.

"When, as it is hoped, West Germany produces the first small, operational, fuel-cell powered submarine with a capability of 22 knots for several weeks, the diesel-electric submarine will have been surpassed, and the nuclear submarine become too expensive for the average naval requirement.

Rising costs

"Such a submarine, armed with weapons like the Harpoon and Tomahawk, would be a potent part of the future orders-of-battle."

However, Capt. Moore stresses the restraint of accelerating costs, few defence budgets escaping the need to balance what is required with what can be afforded.

He believes that new technology offers the hope for achieving a balance, but is concerned by the financial burden caused by the bureaucratic procedures in the Western navies.

"Fuel cell technology, more efficient hull shapes, and the application of low-cost micro-processor technology could, in the future, result in the size not only of submarines but also of

surface vessels being greatly reduced with the subsequent decrease in manning levels.

"This could mean more ships for the same outlay, but only if uniformed criticism, official inertia, and clogging bureaucracy are curbed.

"Without improvement in all these respects, Western politicians will deprive their countries of the backing necessary to defend themselves."

This latest edition of "Jane's Fighting Ships," published by Jane's Publishing Company, is priced at £35.

BOOKS

Raspberry that sank U-boats

Forty years or more ago, if you wished to be beastly to someone, you "blew them a raspberry," one of the most infamous recipients of this contemptuous gesture being Adolf Hitler. He didn't know about it, although the results helped him to lose the war.

The story of the raspberry is told in "Captain Gilbert Roberts R.N. and the Anti-U-Boat School," by Mark Williams, published by Cassell (price £6.95).

This obscure naval officer joined the Royal Navy in 1913 as a cadet, but his appointment as commanding officer of the destroyer Fearless in 1937 looked like being his finale. He contracted tuberculosis and was invalided.

However, in 1940 he was recalled for a desk job at the Admiralty. Two years later, when the sinking of Allied merchant ships was reaching crisis point, Admiral Osborne (an aide to Winston Churchill) urged the

formation at Liverpool of a tactical unit to train escort commanders.

Whether by a stroke of appointing genius, or perhaps because there was no one else around at the time, Capt. Roberts found himself with the job of setting up the unit, being told by Winnie himself, "Find ways of getting the convoys through AND sink the U-boats."

And he did just that.

Shrewd ability

The unknown "gunnery Jack," with the help of a team of able and enthusiastic Wrens, set up the Anti-U-Boat School, using chalk, canvas and string on his floor and table plots.

His own shrewd ability was soon reinforced by interviews with escort commanders, the outcome being the evolving of a new form of tactics.

One of his girls, Third Officer Jean Laidlaw, who had done all the statistics, named the tactic as a "Raspberry to Hit-

ler." It got the school off to a splendid start, being followed by publication of the rest of the fruit "cocktail" — Strawberry, Gooseberry and Pineapple, and by the strategy Step-Aside.

The Step-Aside was a highly-important achievement. In late 1943 the U-boats emerged with a new weapon, an acoustic torpedo, which posed a serious threat to the convoys, but once again Capt. Roberts and his team produced an answer. Tactics and training paid off once again.

By the time the U-boat menace was beaten, Capt. Roberts weighed only about eight stone, but somehow his weakened frame had produced the drive which made a major contribution to the war effort.

Bitter note

In fairness to the appointers it should be said that he had spent some time in submarines, and had had two years in the Tactical School, giving him the grounding for the running of his school.



Capt. Gilbert Roberts at the Tactical School, Liverpool in 1943.

But there was much more to his personality than that, as had been shown in other Navy jobs. After the war he carried on to complete 50 years' service with the Crown.

Among messages he received was one from Admiral Sir Percy Noble (his former commander-in-chief) saying "You had a great deal to do in winning the war."

Yet it all ended on a bitter note. In 1965, the year after his retirement, a letter from Garter King of Arms said he was to receive a knighthood.

It was all a ghastly mistake, someone had blundered, but to this day there has been no explanation or apology.

Tanks face a deadly eye

New weaponry is likely to make tank warfare much more hazardous in the future, a fact which should be good news for NATO nations in view of the Russian strength in armour.

In his foreword to "Jane's Weapons Systems 1979-80," the editor, Mr. Ronald Pretty, states that elaborate measures are planned to counter the armoured threat on NATO borders.

"Studies in the United States," he says, "embrace ambitious projects such as the Wide Area-Armour Munitions (WAAM) project, and the Assault Breaker programme.

CYCLOPS

"The letter sets out to find the best ways of engaging armour at ranges of up to 20 km. by laser-homing shells, as well as by a variety of mine systems.

"The U.S. Air Force is studying some fascinating techniques under the WAAM programme.

"These include the Cyclops concept which envisages the release of many individual Cyclops weapons during a single pass by an aircraft flying over a tank formation area.

"Each Cyclops (named after a one-eyed, mythical giant) carries out a circular search of the ground below as it drifts down by parachute, and after locking on to a target, a missile is launched automatically from the Cyclops container to engage the tank."

VAST SUMS

Mr. Pretty says that although there have been no dramatic technical advances to improve the tank's chances of survival on the battlefield, apart from the emergence of better armour, the Soviet Union has also spent vast sums of money on anti-tank weapons.

This latest edition of "Jane's Weapons Systems," published by Jane's Yearbooks, is priced at £35. The volume has been slightly reduced in size while still managing to up-date existing entries and add more than 200 new ones.

IF ONLY MONTY HAD BEEN THE SUPREMO

Re-runs of the Second World War continue to hold an abiding interest for authors, publishers — and presumably readers — with this month's book issue containing no fewer than three large volumes to satisfy the demand.

British readers should find themselves especially happy with "World War II — Some Decisive Episodes," by R. Stanhope-Palmer, published by Stockwell (price £6).

The author has "tried to be as accurate as possible, objective, and unbiased," and makes no bones about his admiration of the generalship of Montgomery.

He believes that the end of the war in Europe was delayed because Monty did not retain his position as generalissimo of the ground forces, Eisenhower wearing this hat as well as his other as supreme overall commander.

The Americans may not like the idea, but it sounds sweet music on this side of the Pond.

The book gives accounts of some of the more important battles and decisions of the war,

mainly from the British point of view.

The two other books are in the Time Life series, costing £6.50 each. They are "The Second Front," by Douglas Botting, and "Liberation," by Martin Blumenson, both being packed with pictures illustrating the comedy and horror of war.

The first is a reminder of how nearly the Allied victory in Normandy could have been defeat.

HAPPY STORY

"Liberation" is in essence a happy story, telling of the entry of Free French forces into a delirious Paris as the Nazi armies were forced into retreat.

It should be happier too for recalling that the man who saved the city from destruction was a German, Dietrich von Choltitz, who ignored Hitler's order to raze Paris before surrendering it.

As the general in command he delayed, and ultimately sent word to the Allies that, if they were coming, they had best hurry.

IN BRIEF

"Primer of Navigation," by George W. Mixer, revised by Donald McClench and Donald B. Millar, published by Van Nostrand Reinhold (price £14.95). This is an extensively up-dated sixth edition, the new information including developments in precise positioning and communications by electronic means. The work is devised to be simple enough for the beginner and thorough enough for the advanced navigator.

"Perspectives Upon British Defence Policy 1945-1970," represent an edited version of the proceedings of a conference held in 1975

at Winchester, copies being available from the Department of Adult Education, The University of Southampton. Anyone who believes that British contraction from overseas possessions, and the reduction of the armed forces were some sort of political nightmare from which we may awaken, should have this as compulsory reading. The papers are very thought-provoking.

"Naval Fast Strike Craft and Patrol Boats," by Roy McLeavy, is the latest in the Blandford Colour Series (price £4.50). This handy-size and attractively produced book

examines a wide range of small warships either in or about to enter service with the world's navies, providing both a recognition guide and essential technical details.

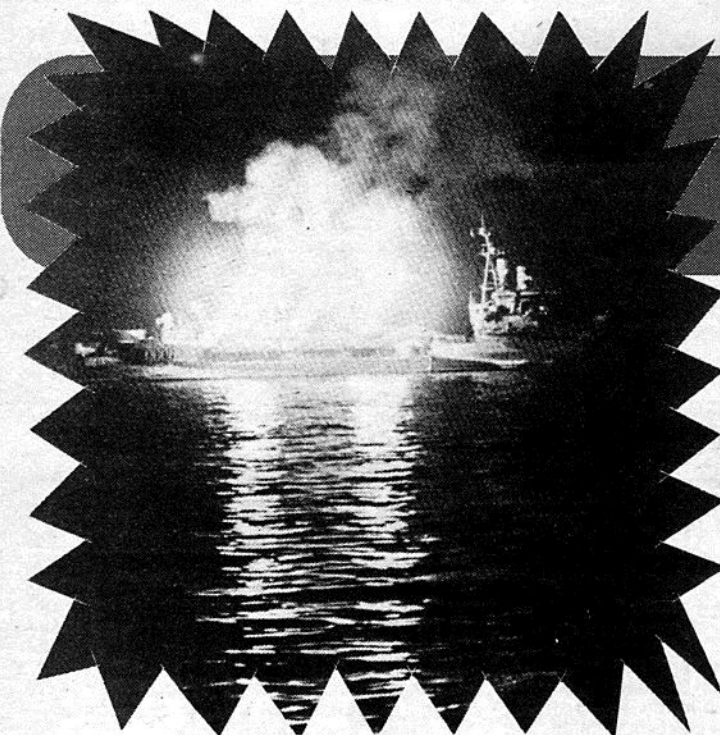
"And So To Battle," is a "simple sailor" story of his career by Captain Basil Jones, D.S.O., D.S.C., R.N. (retd.), who has published it himself (price £3.25), any profits going to King George's Fund for Sailors. Copies may be obtained by writing to him at "Martlets, Tollgates, Battle, East Sussex."

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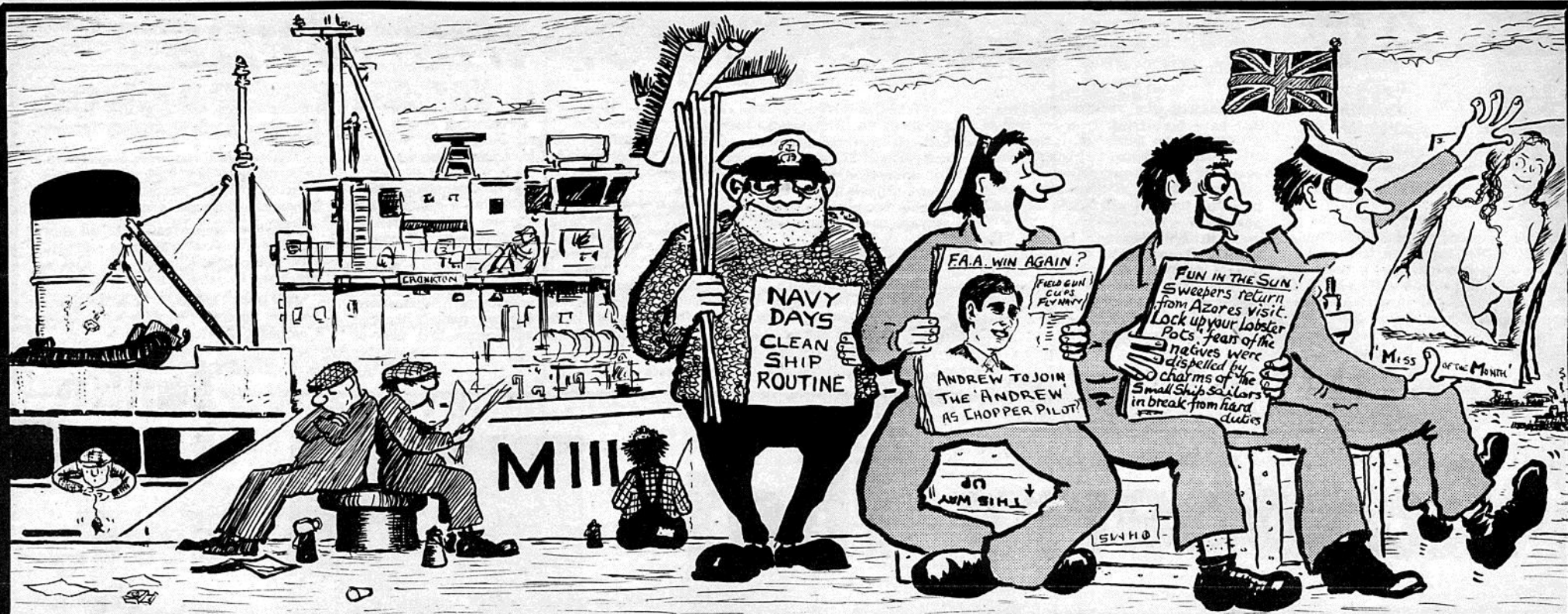


In the pre-dawn darkness of D-Day, a Royal Navy cruiser blasts German coastal defences — from "The Second Front."

Picture: Imperial War Museum

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Smiles

"If he's like his brother he'll smack in for a job change to us to pick up some real specialist skills!"

NEWSVIEW

Tribute to Magnificent Men . . .

Earlier in the year this column paid tribute to the men who fly Royal Navy helicopters on "mercy missions" round the coasts of Britain and to the back-up brigade who ensure they can continue to do so. That group comprises men and women doing a whole host of jobs which make possible the invaluable saving of life and treatment of injury.

Without apology, we return to the rescue theme following this year's horrifying Fastnet Race which saw naval helicopters involved in an operation of unique scale.

In the comprehensive Press, television and radio coverage, millions will have seen the glowing tributes paid to the rescue work, not least from the survivors themselves. On one day alone aircraft from Culdrose plucked 73 people from the yachts and foaming seas and prevented an even greater loss of life than there was. Those helos must have looked like flying angels to the men in distress.

Thanks should also go to the surface ships for their tenacious rescue and salvage work.

Rescue work on the Fastnet Race scale must never be allowed to become taken for granted, but the Navy will continue to do its duty — and more.

. . . and their Machines

The products of some 200 companies go on show on an 18-acre site when the Royal Navy Equipment Exhibition is held in H.M.S. Excellent at Portsmouth in mid-September. This biennial event, previously held at the Royal Naval College, has moved because no further expansion is possible at Greenwich.

On view will be a wide range of British equipment which is in use or being evaluated by the Royal Navy. A marina will be used for 40 craft, seven warships will be moored nearby and helicopters will display. While the exhibition is not open to the public, there are opportunities to attend for naval personnel and MOD employees who can apply through local channels.

Inevitably, much of the mind-boggling hardware at modern exhibitions is incomprehensible in its detailed operation to all but the specialist. Often the layman can only wonder admiringly.

Such exhibitions, attracting many overseas visitors, are of course designed for specific purposes and there are those who do not approve. It remains, however, a tribute to British firms and to the Navy that such wide attention is created — the real cause for concern would be if a time came when little interest was aroused.

Welcome to the Andrew!

Towards the end of the First World War a midshipman fresh from Dartmouth wrote to his old history master describing his first experience of action at sea.

He had joined the battlecruiser H.M.S. Lion, Admiral Beatty's flagship, shortly after the Battle of Jutland, and he wrote in his now familiar, matter-of-fact way: "Well, you see, nothing much has happened. But I know what I'll do if you like: I'll send you a photo of our bulldog puppy in a lifebuoy."

The young man with such a cool head on his shoulders was later to become Admiral of the Fleet Earl Mountbatten, one of a number of sons of royal families who have met the challenge of a Dartmouth education.

Others who have borne Dartmouth's stamp of intelligence, toughness and self-reliance have included King George VI, Admiral of the Fleet the Duke of Edinburgh and, more latterly, Cdr. the Prince of Wales.

'CLASSLESS SOCIETY'

In their footsteps at 1530 on Wednesday, September 12, walks Britannia Royal Naval College's latest royal recruit — Prince Andrew.

Dartmouth prides itself on being a "classless society" and for his first term as a member of Hawke Division the Prince will share a dormitory in the former college sickbay with 15 other new entry midshipmen from all walks of life.

Although his colleagues will be mainly British there are normally international midshipmen from up to 21 countries at Dartmouth, including most of the Commonwealth nations and many of the Arab states.

In his first term the Prince will have to maintain his personal locker to a high standard. For the first four weeks there will be a daily inspection to make sure he does so. He will also be required to clean his own shoes and sometimes do his own hobnob.

There will be one concession to his back-



Prince Andrew is welcomed on board H.M.S. Fife by Capt. G. C. Lloyd during a visit in August 1977.

ground, however. When he needs to undertake royal duties he will have access to a single cabin into which he will eventually move permanently for his second term at Dartmouth as a Hawke Division "senior."

The Prince's naval career is likely to bear a close resemblance not only to that of his elder brother but also to that of his divisional officer, Lieut.-Cdr. Jeff Cowan is a helicopter pilot, and

in fulfilling his own ambition to become one the Prince will take a two-year course.

Over the two-term period until April 1980, flying training, coupled with sea time, will take up less than half of his general service training.

Apart from the general service and professional naval training categories, the Prince will spend about a quarter of his working hours studying academic subjects under the tutorial guidance of Mr. Michael Hosford, head of the college's engineering science department.

The curriculum will include mathematics, theory of flight, English and strategic studies, and the Prince will be encouraged to take part in lively exchanges of views with the three or four other trainees in his tutor set.

He will also keep a journal recording his views and experiences of naval life. In it he might well comment on that part of his general service training which comes under the heading "character and leadership" and for which Lieut.-Cdr. Jim Brown, a Scot and one of Hawke's assistant divisional officers, is responsible.

The Prince and his 24 young colleagues in the division will be urged to demonstrate qualities such as power of command, a sense of duty and an ability to organize. In overseeing this training Lieut.-Cdr. Brown will accompany his men on the river, parade ground, sports field, out on Dartmoor — and even maybe to the local pub to enjoy a social "run ashore."

Another Scot who will have a hand in the Prince's initial training will be CMEA(P) Andrew Ross, Hawke's divisional chief, a keen angler with 28 years' Navy service.

But when Prince Andrew becomes the latest in an illustrious line of Dartmouth new entries on September 12, one man above all will perhaps feel the closest affinity to the royal recruit.

The Captain of Britannia Royal Naval College, Capt. Nicholas Hunt, a qualified parachutist and former assistant private secretary to the late Princess Marina, Duchess of Kent, joined Dartmouth as a cadet 35 years ago — as a member of Hawke House.

Men with a princely role



Mr. Michael Hosford



Lieut.-Cdr. Jim Brown



Capt. Nicholas Hunt



Lieut.-Cdr. Jeff Cowan



CMEA(P) Andrew Ross

THE LIFESAVERS

Fate of Navy's yachts



ABOVE: The first survivor to arrive at the sick bay at Cudrose — Jacques Souben of the Tarantula, cared for by Naval Nurse Maria Dimech.



RIGHT: A picture which epitomises the Royal Navy's Fastnet operation — a Wessex V of 771 Naval Air Squadron, with its winchman in the water, prepares to lift a survivor off the yacht Camargue.



ABOVE: Almost submerged by the waves, POACMN Roy Henshaw passes a rescue stop around a survivor of the yacht Ariadne. But his efforts were in vain — the man later died.

LEFT: The crew of a Sea King return after a four-hour search. They are Lieut. Fred Robertson, Lieut. Charlie Thornton, Lieut. Keith Thompson and CPOAMN Dave Fowles.

Aerial and aircrew pictures: LA(Phot) Steven Pratt

Anglesey steams to the rescue

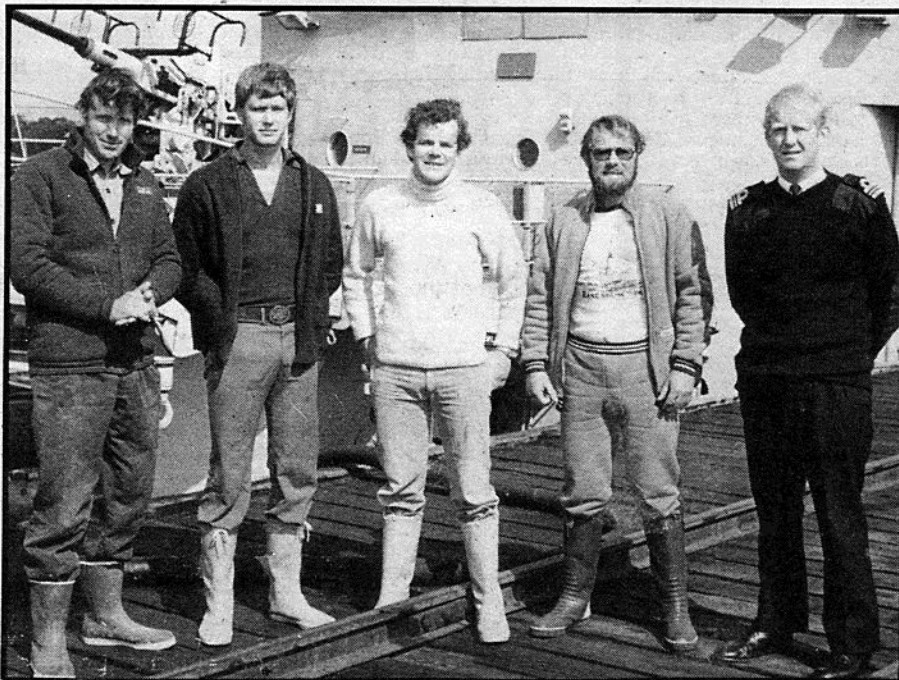
Four members of the crew of the H.M.S. Dolphin yacht Bonaventure, one of scores in trouble in the Fastnet Race, pictured on the quayside after being brought into Falmouth by H.M.S. Anglesey.

All seven crew of the 35ft. Ohlson had been taken on board the Island-class ship which became involved in the big rescue operation while on fishery protection work.

She saw a flare from the Bonaventure and found her 70 miles north of the Scillies. The yacht's skipper, Capt. Graham Laslett, was airlifted to R.N. air station Cudrose with a broken arm.

Members of the yacht crew who stayed on board the Anglesey helped with further rescue work. Their damaged yacht was later towed into Falmouth.

Pictured by PO(Phot) Mick Cunningham are Lieut. Bernard Mitchell (mate), MT3 Brian Aitkenhead, Mr. Andrew Kennon (a clerk in the House of Commons), and PO Barry Nichol, R.A.N. With them is the Anglesey's commanding officer, Lieut.-Cdr. David Poole.



Royal Navy men and several members of the WRNS sailed in Fastnet race yachts, which included:

Dasher (Nicholson 55). Entered by the Joint Services Sailing Centre, Hornet. Retired and returned to Plymouth.

Adventure (Nicholson 55). J.S.S.C., Hornet. Retired and returned to Plymouth.

Explorer of Hornet Contessa 32). J.S.S.C., Hornet. Retired with one crew member injured. Entered Penzance.

Electron II (Norlin 34). H.M.S. Collingwood. Retired and returned to Plymouth.

Thunderflash (Ohlson 35). R.N. Engineering College, Manadon. Retired and returned to Plymouth.

Flashlight (Ohlson 35). Two men lost overboard. Yacht towed to Penzance.

Bonaventure (Ohlson 35). H.M.S. Dolphin. Crew taken off. Yacht towed to Falmouth.

Kalisana (Ohlson 38). H.M.S. Sultan. Finished at Plymouth.

Hindustan II (OD-34). B.R.N.C. Dartmouth. Retired and put into southern Eire.

FASTNET

Continued from Page 1.

Fifteen sailors from competing yachts lost their lives. Two more from a trimaran which was following the race died, with two more of that crew missing.

Among those who died in the race were two Royal Navy officers from the Royal Naval Engineering College, Manadon, near Plymouth. Lost from the Manadon yacht Flashlight were Sub-Lieut. Russell Brown (23), and Sub-Lieut. Charles Stevenson (24).

The Nicholson 55 Dasher, entered by the Joint Services Sailing Centre at Hornet, Gosport, returned to Plymouth, after rescuing the six-man crew of Maligawa III en route.



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AFTER STRAIN IN THE RAIN — FUN



The rabbit run for the squadron at Ponta Delgada in the Azores began at the bottom of the brow. The Portuguese traders on the quay found AB Howard Needham of H.M.S. Nurton more than a match when it came to bargaining for local silk handicrafts.



"Have some Madeira, my dear" is the signature tune of this exotic, semi-tropical island but AB Melvyn 'Slinger' Woods (Nurton), Steward Phil Galloway (Iveston), AB Brian Bracher (Bronington) and AB Andrew Kercher (Iveston) played safe with a pint of special at the English pub of the Madeira Sheraton hotel.



H.M.S. Iveston has chased a few foreign fishing boats in her time but there was a welcome on board this sardine catcher in the little port of Angra on Terceira island for AB Dafydd Williams and RO Derek Norton of H.M.S. Iveston, who received some expert instruction in repairing fishing nets.

The varied pattern of operations carried out by the men of the small ships of the Fleet — the Mine Countermeasures Flotilla — is being widened this summer with deployments from their routine operational areas in the U.K. and North-West Europe to the sunny south and the Mediterranean.

The importance of men getting the occasional good foreign run ashore with the opportunity of getting their knees brown was given high priority by Admiral Sir Henry Leach and his successor as Commander-in-Chief Fleet, Admiral Sir James Eberle, in planning the Fleet programme for this year.

Admiral Eberle, who firmly believes that a sense of fun needs to be encouraged in

the Service, ordered the Second Mine Countermeasures Squadron off to the Azores, Madeira and Lisbon on a three-week deployment in July.

In September it is the turn of the First M.C.M. Squadron, when H.M.S. Abdiel leads H.M. ships Bildeston, Gavinton, Lewiston, Maxton, Sheraton and Hubberston south for visits to Setabul, Alicante, and Palma, Majorca.

GRIPPO RUNS

Evolutions and exercises with Allied and friendly navies will give our ships a good chance to demonstrate their operational efficiency. Port visits will be to good grippo runs.

"Fun is Admiral E command hand in h

Only fr ranged fa part in ma ships bas five patr Squadron more M.C. than at a Clearance

Fun in of the Mi year and 1980.

PORTUGUESE PLAY MIN

Maiden voyage of the sunshine programme got under way in July when four ships of the Second Mine Countermeasures Squadron, H.M. ships Bronington, Nurton, Iveston and Kirkliston, accompanied by R.F.A. Blue Rover, sailed from Falmouth for three weeks of visits to Britain's oldest allies, the Portuguese, in the Azores, Madeira and Lisbon.

The Azores, 800 miles from the European mainland, are farther from the coast than any other group of Atlantic islands. Widely separated, the islands rise up two-and-a-half miles from the ocean bed and are a spectacular sight.

The Squadron spent three days alongside at Ponta Delgada, the main port on Sao Miguel island, a day at Angra on Terceira (where Larjes Air Base is located) and a final day at Horta on Fayal.

Welcome

Runs ashore improved as the visit progressed and there was no doubt about the warmth of the Royal Navy's welcome.

The Angra fishermen had not seen the White Ensign for 82 years but the Portuguese grant of facilities to the Allies in 1943 to establish an air base on Terceira closed the air gap in the central Atlantic and the convoy losses fell dramatically.

In earlier wars the Azores were well-known to the Navy of Elizabeth I, who preyed on Spanish treasure fleets which used the islands as a rendezvous. One such occasion, in 1591, led to the famous sea-fight off the island of Flores between Sir Richard Grenville's Revenge and 53 Spanish ships.

"God of Battles", wrote Ten-

nyson, "was ever a battle like this in the world before?"

The only foreign warship encountered by the Royal Navy on this voyage — and not far from Flores — was the 1,800-ton Portuguese sail training ship Sagres. After gifts had been exchanged by Gemini, the ships parted to mutual salutes.

Exercises and evolutions filled the two-day passage south from the Azores and left just enough time for a Squadron banyan on the superb beaches of Porto Santo island just north of Madeira.

Despite a broken leg suffered by the coxswain of the Bronington, the ship led the Royal Navy in an impressive formation entry

into Funchal Harbour t wing morning.

Legend gives the h discovering Madeira English adventurer Robert Machim who w posed to have been ship there with his mistress i

Beauty

Certainly the British strangers in this beautiful which reminds Far East Hong Kong island with ous roads and mist-capp During the Napoleonic substantial British garri stationed on the island a is still evidence of this i hair and blue eyes to be



Above: H.M.S. Iveston and H.M.S. Kirkliston steaming in the sun. The Royal Navy has not deployed a Royal Fleet Auxiliary tanker countermeasures squadron for many years and the re-fuelling Second M.C.M. ships by R.F.A. Blue Rover — pictured with two

IN THE SUN

an attitude of mind," signalled
berle to the Fleet when he took
this summer, "and fun goes
and with efficiency."

igates and above have recently
ar from home waters and taken
major deployments. The only small
ed in warm waters are now the
ol craft of the Hong Kong
. But in September there will be
.M. vessels in the Mediterranean
any time since the Suez Canal
in 1973.

the sun will be enjoyed by most
ne Countermeasures Flotilla this
fingers are being crossed for

● Right: If you can't find a taxi in
Madeira and you have time to
spare, the answer is a wooden
sledge drawn by a couple of oxen.
With petrol at £1.20 a gallon this
may yet catch on in England. AB
Mick Marten (Iveston), AB Terry
Heald (Bronington), PO Jim Bond
(cox'n, Nurton), MEM John
MacKellar (Kirkliston), Leading Diver
Stan Stanley (Nurton), and AB Sean
Pople (Nurton) are pictured on their
leisurely progress through the
Funchal rush-hour.



THESE THE HOSTS

the follo-
honour of
to an
named
was sup-
wrecked
in 1346.

are no
ul island,
hands of
its tortu-
ed peak.
Wars a
son was
and there
n the fair
e seen in

the former garrison villages of
Camacha, Monte and Santo da
Serra.

Later in the 19th Century
Funchal was a regular port of call
for the Victorian Navy to coal
ship.

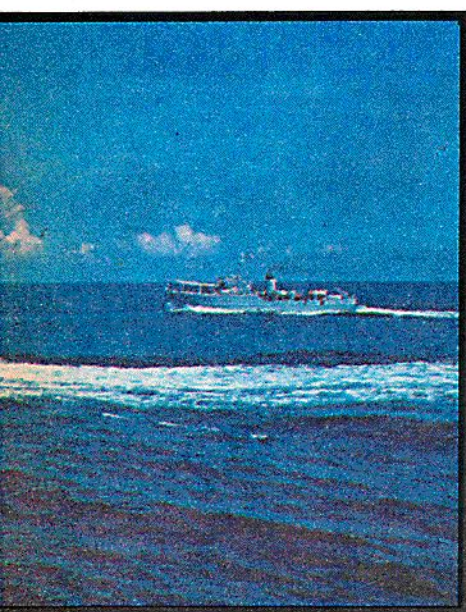
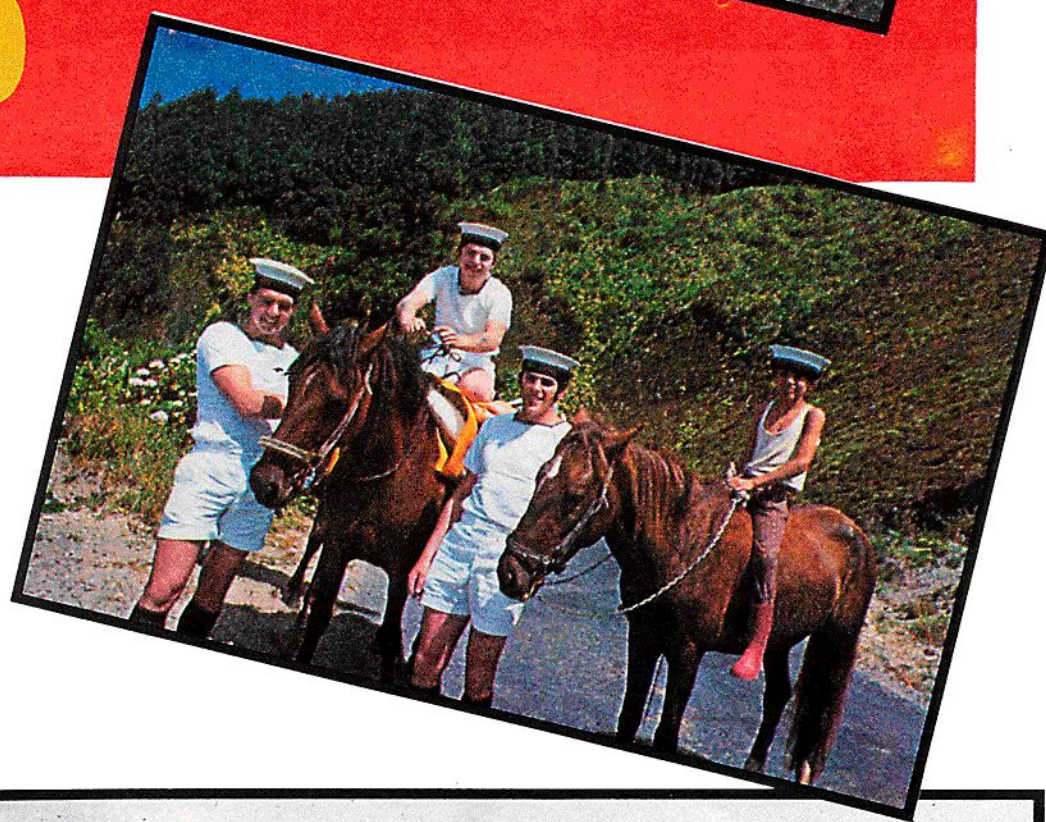
Funchal is very pro-British and
the cosmopolitan atmosphere of
this holiday retreat makes for a
pleasant and often worthwhile
run ashore.

There were remarkably few
casualties from the local wines,
of which Madeira itself is the most
famous and effective.

The Squadron sailed after four
days, leaving British prestige
much enhanced and set course
for the Tagus and a visit to the
Portuguese capital city.

Horse play

● Right: Foot-slogging
stamina is required to scale
the towering volcanic hills of
the Azores from where alpine
lakes and breathtaking views
make the effort worthwhile.
The alternative to making the
trip on two feet is to do it on
four. Seamanlike opportunism
commandeered these ponies for
AB Blue Bassington, MEM
Mark Jones and MEM Paul
Vessey of H.M.S. Nurton
during a run ashore on the
island of Sao Miguel.



shine. Right:
or with a mine
at sea of the
of the vessels

— was an experience to be remembered. The tanker was given a special small
three-inch hose and connections to pump-over diesel fuel to the MCMVs. She
also provided medical support and handled cases as varied as a detached
retina and a broken leg.

Story: Lawrence Phillips Pictures: PO(Phot) Bill Felters

GOLDEN SHERRY

For the first time a WRNS officer is wearing the gold aiguillettes of Flag Lieutenant to Flag Officer Medway at Chatham. Third Officer **SHERRY JEARY** is on the staff of Rear-Admiral **CHARLES WILLIAMS**, where she has relieved Lieut. **CHRISTOPHER HADDEN**, now deputy supply officer in H.M.S. Norfolk.



Clocking off



Wren **MARGARET BISHTON** clocked out of the H.M.S. Caledonia Volunteer Brass Band in style. She was presented with a certificate and alarm clock by her fellow musicians after her final appearance. Margaret, who was also a keen member of the establishment's motor-cycle club, was the only female in the band. With Margaret in the picture are Band Colour Sgt. **HARWOOD**, the Rev. R. J. **WEBB** (band officer) and other members of the band.

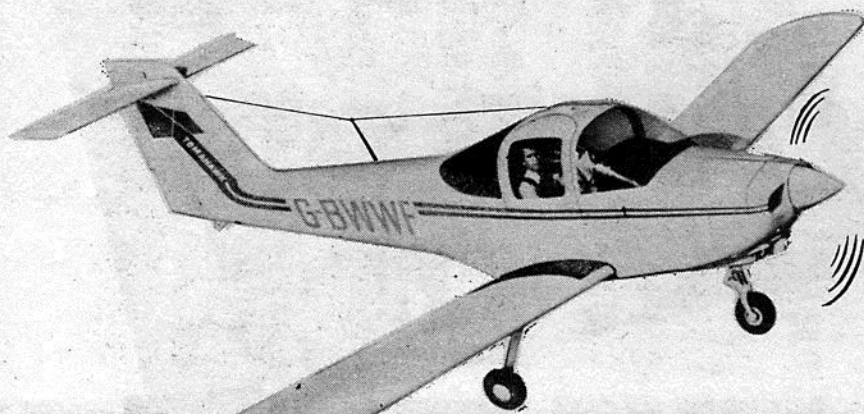
Picture: CPO(Phot) Jamie Jamieson.



Above — Pompey footballers did some of their pre-season training in the H.M.S. Mercury gymnasium. Pictured with members of the Pompey squad are LWPT **ANNETTE TINKLER** and LPT **RICHARD REED** (fifth from right) who are serving in Mercury.

Behind Annette are (left to right) John McLaughlin, John Lathan, Alan Rodgers, Keith Viney, Derek Showers, Leigh Barnard, Jeff Hemmerman, Peter Mellor, Jimmy McIlraith (now with Bury), Peter Ellis, Peter Denyer (transferred to Northampton), LPT Reed, Terry Brisley, Steve Davey, Colin Garwood and Archie Styles.

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The course lasts about 4 weeks and includes a total of 30 hours flying. Only nominal charges are made for accommodation.

Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only),

the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS



Oh dear, oh dear! What would Queen Victoria have said? Officers of her Royal Navy wearing moustaches.

All are on Naval Loan Service with the Royal Brunei Malay Regiment in Brunei, North Borneo, where they work under what may loosely be called Army rules. Hence the moustaches.

They are (left to right) front row: Lieut.-Cdr. **KEITH SEYMOUR**, Lieut. **GRAHAM RAMSAY**, Cdr. **TONY WILKS** and Lieut.-Cdr. **MIKE GREEN**; back row: Lieut. **GEORGE ALLAN**, Capt. **IAN GRANT**, R.M., Lieut. **CLIVE GWILLIAM** and Surgeon Lieut.-Cdr. **GEORGE ROBERTSON**.

PEN PALS . . .

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Helen (15), 5ft. 7in., brown hair, brown eyes, Southampton.
Carol (18), single, 5ft. 6in., blonde hair, blue eyes, Smethwick, W. Midlands.
Sue (24), separated, 5ft. 9in., fair hair, hazel eyes, Plymouth.
Carla (26), divorced, 5ft. 10in., two children, Chichester.
Michelle (20), single, 5ft. 2in., fair hair, blue eyes, Bristol.
Ann (17), single, 5ft. 3in., brown hair, Billingham, Stockton.
Lyn (19), single, 5ft. 5in., brown hair, Stockton, Cleveland.
Kay (15), 5ft. 6in., brown hair, blue eyes, Nottingham.
Wendy (17), single, 5ft. 7in., brown hair, Billingham, Cleveland.
Sue (33), divorced, 5ft. 1in., three children, Colchester.
Linda (18), single, 5ft. 4in., brown hair, brown eyes, Newton Abbot, Devon.
Cynthia (31), divorced, 5ft. 5in., black hair, blue eyes, two children, Newton Abbot.

Barbara (38), divorced, 5ft. 2in., brown hair, blue eyes, two children, Newton Abbot.
Joan (52), widow, 5ft. 4in., black hair, brown eyes, Bristol.
Pat (39), separated, 5ft. 5in., brown hair, brown eyes, two children, Leicester.
Wendy (23), single, 5ft. 6in., brown hair, brown eyes, Plymouth.
Marilyn (31), single, 5ft. 7in., brown hair, Newton Aycliffe, Co. Durham.
Joyce (45), single, 5ft. 10in., dark hair, brown eyes, Caterham, Surrey.
Gaynor (23), single, 5ft. 3in., blue eyes, Bristol.
Carol (17), single, 5ft. 5in., brown hair, blue eyes, Glasgow.
Barbara (18), single, 5ft. 2in., auburn hair, brown eyes, Liverpool.
Yvonne (26), single, 5ft. 3in., black hair, brown eyes, two children, Machen, Gwent.
Miss A. (19), single, 5ft. 5in., fair hair, brown eyes, Halesham, Sussex.
Sharon (16), 5ft. 5in., brown hair, hazel eyes, Burwell Cambs.
Sandra (29), divorced, 5ft. 2in., dark hair, blue eyes, two children, London.
Rachel (23), single, 5ft. 7in., brown hair, brown eyes, Christchurch, Dorset.
Caryn (16), 5ft., brown hair, green eyes, Salisbury, Zimbabwe-Rhodesia.
Phyllis (39), divorced, 5ft. 5in., brown hair, blue eyes, Southsea, Hants.
Pauline (31), divorced, 5ft. 2in., brown hair, hazel eyes, Southsea, Hants.
Marilyn (35), single, 5ft. 2in., brown hair, brown eyes, Walsall, Staffs.
Mandy (17), single, 5ft. 5in., blonde hair, hazel eyes, Consett, Co. Durham.
Debbie (19), single, 5ft. 3in., fair hair, blue eyes, Portsmouth.
Katrina (18), single, 5ft. 9in., brown hair, blue eyes, Southsea, Hants.

Edna (39), divorced, 5ft. 7in., auburn hair, blue eyes, Portland, Dorset.
Lee (35), divorced, 5ft. 8in., brown hair, green eyes, two daughters, Selby, Yorks.
Mary (35), single, 5ft. 2in., auburn hair, green eyes, Bournemouth, Hants.
Karen (15), 5ft. 2in., brown hair, blue eyes, Crook, Co. Durham.
Jean (30), single, 5ft. 3in., brown hair, green eyes, Plymouth.
Val (43), single, 5ft. 7in., black hair, green eyes, Plymouth.
Maureen (29), single, 5ft. 1in., brown hair, brown eyes, Wimborne, Dorset.
Lorraine (20), single, 5ft., blonde hair, brown eyes, Bootle, Merseyside.
Lynda (16), 5ft. 8in., brown hair, green eyes, Newton Aycliffe, Co. Durham.
Lesley (21), single, 5ft. 2in., blonde hair, blue eyes, Walsall, W. Midlands.
Jean (44), divorced, brown hair, blue eyes, three children, Weymouth, Dorset.
Bella (36), widow, brown hair, blue eyes, two children, Weymouth, Dorset.
Susan (23), single, 5ft. 4in., blonde hair, blue-green eyes, Dagenham, Essex.
Vivien (22), single, blonde hair, blue-green eyes, Chesham, Herts.
Margaret (17), single, blonde hair, hazel eyes, Bromsgrove, Worcs.
Lynn (29), divorced, brown hair, blue eyes, two children, Southsea, Hants.
Angie (17), single, 5ft. 1in., brown hair, brown eyes, Havant, Hants.
Jenny (20), single, 5ft. 1in., blonde hair, blue eyes, Havant, Hants.
Karen (16), 5ft. 6in., fair hair, grey-green eyes, Tunbridge Wells, Kent.
Pat (30), divorced, 5ft. 2in., blonde hair, green eyes, Liverpool.
Susan (19), single, 5ft. 4in., blonde hair, blue eyes, Watford, Herts.

THE NEWS



MEM JIM LADEN, the only ship's diver in the small R.N. Party 1002 stationed on Diego Garcia, receives a citation and plaque from Capt. J. L. Clearwater U.S.N. for his considerable efforts in helping U.S.N. divers on the island. In his spare time during the last three months Jim spent hours underwater helping with construction work on a new fuel pier in the lagoon.



LWren (Writer) RUTH GOODWIN had a rare chance to enjoy the sea air on board H.M.S. Norfolk in the Indian Ocean. She was flown to the ship to be the shorthand writer at the first Royal Navy court martial held afloat for many years. Ruth, who was accommodated in an R.F.A. vessel during the court martial, volunteered for the task while on Foreign Service leave, having served previously with the Defence Attache in the British Embassy, Peking.



**That's us
— 23
years on!**



Two Fleet chief petty officers serving in H.M.S. Bulwark revisited Copenhagen recently — 23 years after their first visit to the Danish capital, also made in the Bulwark.

Mr. BILL BOOTH (left) and **Mr. TUG WILSON** were serving together on their first sea-going appointments when the Bulwark called at Copenhagen in June 1956. They had their picture taken then (see inset), and again when, serving together once more in the Bulwark, they returned to Copenhagen on what were almost certainly their last sea-going appointments.

Brenda's the tops

A popular girl in the Cash Office in H.M.S. Dolphin is **LWren BRENDA LING**, who helps handle the submarine base's £½m. monthly turnover. But the judges had an eye for another kind of figure when they voted her tops in the 1979 Miss Dolphin contest.



... PEN PALS

Dorothy (37), separated, 5ft. 3in., brown hair, brown eyes, three children, Chichester.
Elaine (16), 5ft. 5in., brown hair, hazel eyes, Chippenham, Wilts.

Hilda (42), divorced, 5ft. 2in., brown hair, brown eyes, Hampton, Middx.
Debra (19), single, 5ft. 8in., brown hair, brown eyes, Gloucester.

Jenny (47), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.
Joy (65), single, 5ft. 4in., blue eyes, Worthing, Sussex.

Irene (35), separated, 5ft. 6in., auburn hair, green eyes, three children, Birmingham.
Jane (18), single, 5ft. 5in., brown hair, blue eyes, Colchester, Essex.

Hilda (55), widow, 5ft., blonde hair, blue eyes, Plymouth.
Jill (46), divorced, black hair, brown eyes, Purbrook, Hants.

Helen (34), divorced, 5ft. 8in., brown hair, green eyes, Newport, Isle of Wight.
Mrs. C. (32), divorced, 5ft. blonde hair, one son (nine), London.

Helen (16), 5ft. 5in., brown hair, green eyes, Halifax, Yorks.
Diane (23), single, 5ft. 3in., brown hair, blue eyes, Falkirk.

Miss K (44), single, 4ft. 11in., brown hair, green eyes, Plymouth.
Stella (30), single, 5ft. 6in., brown hair, green eyes, Cambridge.

Anita (16), 5ft. 3in., fair hair, blue eyes, Orpington, Kent.
Helen (16), 5ft. 6in., blonde hair, brown eyes, Orpington, Kent.

Helen (15), 5ft. 2in., blonde hair, blue eyes, Bristol.
Clare (16), 5ft. 8in., auburn hair, brown eyes, London.

Marlene (22), separated, 5ft. 4in., brown hair, blue eyes, Plymouth.

Liz (18), single, 5ft. 1in., fair hair, blue-grey eyes, Hertford, Herts.
Jakki (18), single, 5ft. 9in., brown hair, green-blue eyes, Portslade, Sussex.

Sheila (35), divorce pending, 5ft. 4in., fair hair, one daughter (11), London.
Sharon (17), single, brown hair, brown eyes, Manchester.

Janina (20), single, 5ft. 3in., brown hair, blue eyes, Cheshunt, Herts.
Bernadette (16), 5ft. 3in., brown hair, blue eyes, Halifax, Yorks.

Pat (48), widow, 5ft. 7in., brown hair, brown eyes, Liverpool.
Vera (26), widow, 5ft. 6in., dark hair, Liverpool.

Susan (22), single, 5ft. 4in., brown hair, brown eyes, Cheshunt, Herts.
Vivien (22), single, 5ft. 9in., blonde hair, blue-green eyes, Cheshunt, Herts.

Tina-Marie (20), single, 5ft. 7in., fair hair, green eyes, Guernsey, C.I.
Debra (21), single, 5ft. 4in., brown hair, green eyes, Barking, Essex.

Tina (17), single, 5ft. 5in., brown hair, green eyes, Eastleigh, Hants.
Sharon (18), single, 5ft. 7in., brown hair, green-blue eyes, Sheffield.

Wendy (26), single, brown hair, brown eyes, Portsmouth.
Jennifer (22), single, 5ft. 6in., fair hair, blue eyes, Caldicot, Gwent.

Kathy (23), single, 5ft. 6in., auburn hair, green-blue eyes, Durham.
Anne (19), single, 5ft. 8in., brown hair, blue eyes, Weston-Super-Mare, Avon.

Yvonne (16), 5ft. 1in., blonde hair, blue-green eyes, Burnley, Lancs.
Jean (34), divorced, 5ft., brown hair, brown eyes, London.

June (21), single, 5ft. 3in., brown hair, green eyes, Liverpool.

● With the departure of **PO(A)(MET) CHARLIE SNEDDON**, to COMIBER-LANT, H.M.S. Daedalus's Met. Office becomes the first to have a male staff who are all ex-General Service ratings.

● The stranded "Airy Seamen" (left to right) **LA DESMOND RICHARDSON**, **PO ADRIAN ALCOCK** (at present the only ex-General Service Senior Rate in the branch), **LA FRANK NOWOSIELSKI**, **LA DAVID WEARN**, **LA DAVID CANN** and **LA RUSSEL PRICE**, offer the following contribution:

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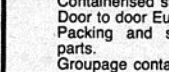
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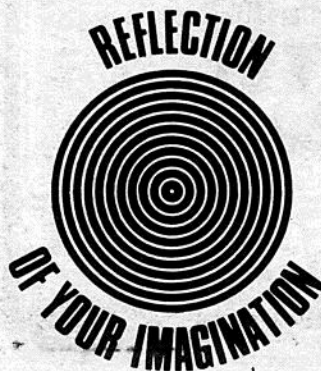
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TUES 11th	DISCO	DJ PETE CROSS	8 till 1130	50p
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SUN 16th	DISCO	DJ RICHARD WOOD	8 till 1130	50p
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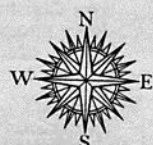
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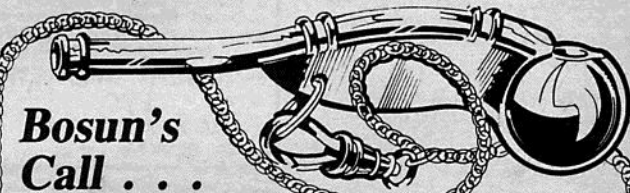
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They belong to Glasgow

All so different these days... Mr. Victor Clarke (left), a stoker in the H.M.S. Glasgow of the First World War, is shown the present ship's Olympus gas turbine engines by AMEA Michael Sayer. With him are other Glasgow Old Boys who visited the destroyer at Portsmouth Dockyard.

It was a day of nostalgia on board one of the Royal Navy's newest ships when 100 old Glasgows were entertained to lunch in the Type 42 destroyer H.M.S. Glasgow at Portsmouth Dockyard.

Among them were four admirals who had served in the previous Glasgow — a Second World War cruiser — and a former stoker from her predecessor, which had fought in the First World War.

Mr. Victor Clarke, of Southampton had joined the sixth Glasgow as an 18-year-old

stoker in 1921, going on to serve in 12 ships until 1945, when he left the Navy as a chief stoker.

The admirals included three former commanding officers of the seventh Glasgow — Admiral of the Fleet Sir Varyl Begg, Vice-Admiral Sir John Cuthbert, and Vice-Admiral Sir Peter Dawnay. With them was Rear-Admiral W. A. Waddell, who was an executive officer of the ship.

Earl Mountbatten

The meeting at Portsmouth coincided with the formation of a Glasgow Old Boys Association. Welcoming the guests, commanding officer of the present ship, Capt. Robin Doe, read a letter of congratulations to the association from

Admiral of the Fleet Earl Mountbatten who had flown his flag in the old cruiser while post-war Commander-in-Chief of the Mediterranean Fleet.

Among the photographs and memorabilia which have been presented to the destroyer by Old Boys is a collection of framed cuttings and photographs depicting the previous Glasgow's wartime exploits.

They were presented by Mr. Reginald Williams, a leading steward in the cruiser between 1939 and 1943, and were displayed on the fo'c'sle alongside the silver from old H.M.S. Glasgows which had been returned from the care of the Scottish capital.

H.M.S. Glasgow, on schedule with her work-up, is expected to become operational early next year.



Picture: Wren Ann Sterck

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during July.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Dry, 2; LS(EW)/LRO(W) — Dry, 2; PO(M) — Dry, 2; LS(M) — Dry, 17; PO(R) — Int, 7; LS(R) — Dry, 10; PO(S) — Dry, 4; LS(S) — Dry, 6; PO(D) — Dry, Nil; LS(D) — Dry, 1; PO(MW) — 90; 1; LS(MW) — Dry, Nil; PO(SR) — Dry, Nil; LS(SR) — Int, 1; POPT — Int, Nil; RPO — 282, 10; RS — 350, 6; LRO(G) — Dry, 16;

ES BILLETS

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA1(P). H.M.S. Collingwood: REA1 (3); OEA1 (5); CEA1. H.M.S. Dryad: CPO(OPS)(EW). FMB Devonport SMMU: MEA1/2 (Periscope maintainer). POST: MEA1/2; OEA1; REA1/2. Portsmouth FMG Stat: OEA1. H.M.S. Neptune: MEA(P) (2); POMEM (2). H.M.S. Neptune: MEA(P) (3); CEA1(SM) (2); OEA1(SM) (2); REA1(SM).

MERCURY'S BIG DAY

H.M.S. Mercury's open day coincided with its annual fete, providing plenty of entertainment for parents and public.

It was also a day of reunions for surviving members of the company of H.M.S. Kelly, who during the morning's activities saw

Kelly Squadron shine as four divisions of ratings and one of Wrens paraded for ceremonial inspection.

A Gurkha band provided music for afternoon events which included a fly-past by Fleet Air Arm historic aircraft and a display by the Red Devils parachuting team.

CY — 255, 3; LRO(T) — Int, 6; PO(S)(SM) — Dry, Nil; LS(S)(SM) — Dry, 1; RS(SM) — Int, 1; LRO(SM) — Dry, Nil; PO(UW)(SM) — Int, Nil; LS(UW)(SM) — Dry, Nil.

POMEM — Dry, 19; LMEM — Dry, 40; POCEL — Dry, 6; LCEM — Int, 10; POEL — Dry, 9; LOEM — Dry, 19; POEL — Dry, 4; LREM — Dry, 19; POWTR — Int, 4; LWTR — Int, 6; POSA — 291, 7; LSA — Int, 20; POCA — Int, 2; LCA — Dry, 8; POCK — 483, 7; LCK — Int, 9; POSTD — 421, 2; LSTD — Int, 11; POMA — 228, 2; LMA — 308, 2; POAF/POAM(AE) — 271, 9; LAM(AE) — 160, 16; POEL(A) — 259, 5; LEM(A) — 133, 8; POEL(A) — 89, 5; LREM(A) — Int, 6; POEL(AW) — Dry, 4; LEM(AW) — Int, 8; POA(AH) — 116, 5; LA(AH) — Int, 6; POA(SE) — 583, 1; LA(SE) — Int, 3; POA(PHOT) — 380, 2; POA(MET) — 211, Nil; POACMN — 165, Nil.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:—

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To CCY — R. E. Ramm (Hermione), A. G. J. Little (Mercury), L. J. Cosker (Neptune), R. R. Thompson (Torquay).

OPERATIONS (Seaman Group)

To CPO (D) — D. H. Briggs (Vernon). To CPO(OPS) (S) (SM) — K. R. Stanbury (Warspite).

PHYSICAL TRAINING AND RECREATION

To CPOPT — J. E. Dillon (Pembroke).

FLEET AIR ARM

To CPOA(SE) — E. R. French (Daedalus). To CPOACMN — A. M. D. Riddell (845 NAS).

POWRENAF(AE) — 329, 4; LWREN AM — 209, Nil; POWREN CK — Int, Nil; LWREN CK — Int, Nil; POWREN DSA — Int, Nil; LWREN DSA — Int, Nil; POWREN MET — 249, Nil; LWREN MET — Int, 1; POWREN PHOT — 308, Nil; LWREN PHOT — Int, Nil; POWREN(R) — 220, 1; LWREN(R) — 114, 1; POWREN RS — Int, 1; LWREN RO — 143, 2; POWREN STD G — 376, Nil; LWREN STD G — Int, Nil; POWREN STD O — Int, Nil; LWREN STD O — Int, 1; POWREN SA — Int, Nil; LWREN SA — Int, 1; POWREN TSA — 219, Nil; LWREN TSA — 230, Nil; POWREN WA — Int, Nil; LWREN WA — 103, Nil; POWREN WTR G — 103, 5; LWREN WTR G — 117, 5; POWREN WTR P — Int, 1; LWREN WTR P — Int, Nil; LWREN WTR S — Dry, Nil; POWREN DH — 74, Nil; POWREN REG — Dry, Nil; LWREN TEL — Int, Nil; POWREN PT — Dry, Nil.

SUPPLY AND SECRETARIAT

To CPOCA — B. D. Robb (Nubian). To CPOSA — R. F. McConach (Nelson). R. A. J. P. Curtis (FMB Devonport), R. Florence (Hecla), J. Asher (AFNORTH).

ARTIFICERS AND MECHANICIANS

To ACMEA — S. C. Cocks (Nelson), D. K. Young (Tiger), J. Maricott (FMB Devonport), J. M. Hartley (Neptune), R. S. B. Titcums (FMB Devonport). To ACMEMN(P) — D. G. Todd (Neptune), P. J. Cahill (Spartan), R. A. J. Monk (Renown), R. J. Tappin (Shoulton). To ACMEA(P) — P. G. Parkin (Sultan), D. E. Lewis (Revenge), G. B. Preston (Caledonia), D. W. Woods (Vulcan). To ACREA(A) — E. C. J. Thornton (Osprey). To ACREM — D. S. Scott (Heron), A. B. Mason (Dolphin). To ACCEA — D. Middlehurst (Neptune). To ACCEMN — D. Fisher (Neptune), K. B. Riley (Bristol). To ACCEA — B. Harnett (Dolphin).

Civilian Life

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Stone walls do not a prison make



Prisons come in many different styles today.

They don't all have bleak Victorian walls. They're not all called prisons, but they are the responsibility of the Prison Service and are supervised by Prison Officers.

responsible for the security, training and supervision. There are 32 in England and Wales, half of them built since 1960.

Open training prisons

Prisons without bars, where prisoners are trusted to be self-disciplined. A Prison Officer's job here is difficult, requiring different skills to those used in Closed Prisons. There are eight, most built during the 1940's and 50's.

Local prisons

Many people have one in their town. They formed the basis of the English Prison System. Prison Officers here deal with a high proportion of offenders in custody, awaiting trial or sentence, in addition to those serving actual sentences.

Remand centres

Mainly for young offenders and for women, who have been committed in custody. Many have been built since 1965. Prison Officers in Remand Centres provide reports for the courts.

Detention centres

There are 17, many newly built, for young offenders, on short sentences up to about six

months. Emphasis is on regular work, physical training and education, and Prison Officers here do a very active and rewarding job.

Borstals

Closed and open types, for young offenders up to 21 years old. They provide training, encourage a sense of responsibility and help young people make a new start. There are some 25, many built in the last 20 years. Prison Officers do not wear uniform.

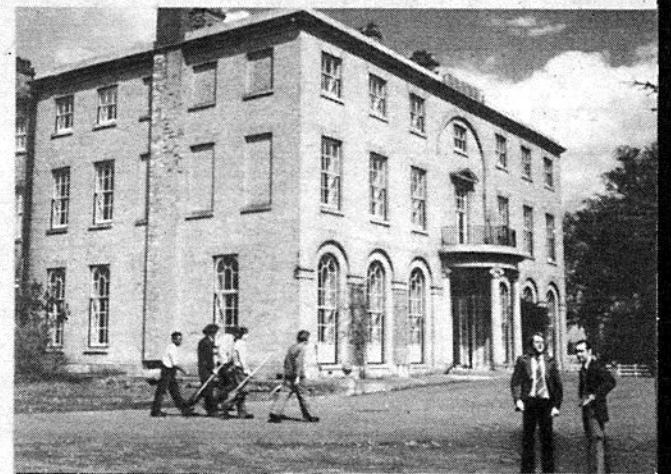


H.M. Prison Coldingley, Surrey - closed training prison

Closed training prisons

The prisons most people hear and read about. Their name indicates what they set out to do - train prisoners to do useful work. Prison Officers are

H.M. Prison Ford, W. Sussex - open training prison



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This is one of a series of advertisements about the Prison Service today. If you would like copies of the whole series, together with further information, send in the coupon to Home Office, Freeport, London SW1E 5BR. (No stamp needed.)

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Nice to see you, after 36 years!

Ninety-six-year-old Lieut.-Cdr. Stephen Polkinghorn travelled half way across the world to attend a reunion of survivors of H.M.S. Peterel, sunk by the Japanese in 1941.

The last time the survivors saw their former commanding officer was when they were being transferred from a prison camp in China to work in a Japanese dockyard in March 1943.

Lieut.-Cdr. Polkinghorn, who lives in New Zealand, was in command of the river gunboat Peterel when the Japanese took over Shanghai on December 8, 1941. He refused to surrender his 310 ton ship.

WOUNDED

With just two machine guns he took on three Japanese warships, with the inevitable

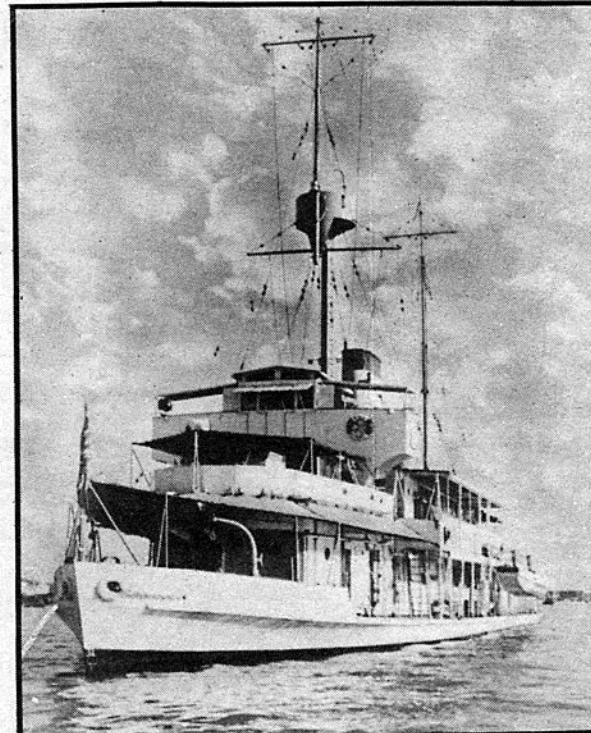


result. The Peterel was sunk by the Japanese cruiser Idzumo and Lieut.-Cdr. Polkinghorn, severely wounded, spent most of the next four years in prison.

As the survivors talked over old times with their former captain at a reunion dinner in

London, Lieut. David Freeman, commanding officer of the present H.M.S. Peterel, joined them to present Lieut.-Cdr. Polkinghorn with a crest from his Bird-class patrol ship, the seventh Royal Navy vessel to bear the name.

Survivors of the H.M.S. Peterel (above right) sinking are reunited with their former commanding officer in London, 36 years after last seeing him as a prisoner of the Japanese. In the picture are (left to right) back row — Mr. Talks Wainscott (the Peterel's cox'n), Mr. Bungy Williams (AB), Mr. Alec Smith (leading stoker), Mr. Jimmy Marriner (AB), Mr. Jack Honeywell (telegraphist) and Mr. Ron Gander (AB); front row — Mr. Harold Holman (AB), Lieut.-Cdr. Polkinghorn and Lieut. David Freeman, commanding officer of the present H.M.S. Peterel.



ARROMANCHE WAS NOT FORGOTTEN

WRNS window unveiled

BRANCH NEWS

Only seven shipmates of Northfield branch were present to represent their country at the 35th anniversary of the D-Day landings at Arromanche, Normandy, writes Shipmate Frank Allison, who was sad to find that the anniversary of "the Navy's greatest venture" could be so forgotten.

"Nevertheless," he says, "we seven proudly paraded our standard and duly laid our floral tribute to our less fortunate shipmates and comrades from the other services."

Shipmate Allison goes on to say that he hopes this "sorry state of affairs" will be remedied for the 36th anniversary, when shipmates

from Northfield will again be in attendance.

From Mitcham comes news of a ceremony performed at Merton, Surrey, where a plaque commemorating the site of Nelson's residence was unveiled. It was where he lived before embarking for the battle of Trafalgar. The ceremony was attended by members of Mitcham branch and the guard of honour and band was provided by Sea and Marine Cadets from Wimbledon Unit of the Sea Cadet Corps.

Stockton branch was host to ships' companies of the Federal German Navy Fleet Training and Utility Squadron which paid a visit

to Middlesbrough. The visit coincided with that of H.M.S. Eskimo at Hartlepool, and a convivial week-end was enjoyed by all.

Members of North Manchester branch had an equally enjoyable time when they paid a recent visit to Grimsby and South Humberside. They were given a conducted tour of the docks and fish market by Shipmate Bob and Mrs. Broomhead and wish to convey their thanks to all concerned for a very memorable visit.

Sittingbourne branch's Colour Party won the Bowater Cup at Sittingbourne carnival, an achievement helped in no small

way by Whitstable Sea Cadets, who won the band section.

No. 9 Area games day at the Lincoln branch club was a big success. Seven branches competed for trophies, with Sleaford taking the honours with the most trophies. Refreshments supplied by the ladies' section were greatly appreciated by more than 200 members, wives and friends. The Submarine Old Comrades' Association held its 1979 Holiday Day at the club. Those present included Mr. Kenneth Carlisle, M.P. for Lincoln, the Mayor of Lincoln and his wife, the Sheriff of Lincoln and his wife, and representatives of other service associations.

A framed picture of H.M.S. Ark Royal was presented to Mr. Michael McGrath, president of Cork branch, by CPO Eddie Aherne, who served for seven years in the carrier, CPO Aherne said it was fitting that the Royal Navy's best known warship should be remembered in Cork as many from the area had served in the Ark.

A reminder from Fleetwood branch of the Royal Naval Patrol Service Association. Branches wishing to order crosses for the newly acquired plot in the Garden of Remembrance, Westminster Abbey, should contact Mr. I. Huttley, treasurer, R.N.P.S. Fleetwood, 9, Portree Road, Bispham, Blackpool, Lancs. FY2 0DG.

In addition to the contribution received from the pre-Conference get-together, the Central Charities Fund has since received £100 from No. 4 Area; £50 from Hemel Hempstead; £25 from Southend-on-Sea; £25 from the ladies' section, Wallend; £11.50 from Princes Risborough, and £10 from Newbury.

OBITUARY

Shipmate Edward Lloyd Jones, member Llandudno, served 38 years in the R.N.L.I.

Shipmate Lieut.-Cdr. N. Shooter, R.N. (ret.) adopted shipmate Liverpool, died at Star and Garter Home, Richmond, age 64.

Shipmate L. Mears, ex-Ark Royal, member Wallasey, died May 23.

The Guildford branch of the Association of Wrens welcomed colleagues from all parts of the U.K. and many from overseas for a memorable week-end reunion, highlight of which was the unveiling in Guildford Cathedral of a stained glass window to commemorate the 60th anniversary of the WRNS.

The window, believed to be the only one depicting the crests of the WRNS and the Association of Wrens, was unveiled by Admiral of the Fleet Earl Mountbatten of Burma.

SIDE PANELS

Consisting of two separate side-by-side panels with the legend beneath the crests, the window is the work of Lawrence Lee, who is responsible for much of the cathedral's stained glass.

The window was paid for by the efforts of the Guildford branch, and a commemorative book of donors names is on display in the cathedral.

The reunion took place at the University of Surrey where visitors enjoyed a programme of events including a concert by the Band of the Royal Marines, Flag Officer Naval Air Command.

REUNIONS

The 35th reunion of Harwich Naval Force Association (1914-18), will take place on Tuesday, October 2, 1 p.m. for 1.30 p.m. at the Victory Services Club, 63/79, Seymour Street, London W2 2HF. For details contact Capt. P. L. Gunn, Mill Cottage, Belchamper, Sudbury, Suffolk CO10 7AT.

"Beanie-Box Holders" may be interested to know that plans are afoot to hold a reunion for the last members of the Sergeants' Mess, RAF Luqa, Malta, in London, sometime during February, 1980. Those interested should contact Sgt. T. Allen, Sgts' Mess, RAF Manston, near Ramsgate, Kent.

The Royal Naval Physical Training Branch Association held its annual general committee meeting and reunion in H.M.S. Temeraire. President of the association, Rear-Admiral Charles Weston, and 80 serving and ex-serving members attended the meeting and about 250 attended the reunion.

The second H.M.S. Delight reunion, held at Portsmouth, was marked by a wreath-laying ceremony, and a lunch in H.M.S. Nelson. Members were shown over H.M.S. Birmingham, and a church service was held the following morning at St George's Church, H.M.S. Nelson.

Bristol Royal Navy and Royal Marines Old Comrades' Association celebrated their diamond jubilee with a dinner-dance in H.M.S. Flying Fox

attended by Flag Officer Plymouth, Vice-Admiral Sir Peter Berger, and about 200 members and guests. A remembrance service was held the following day at St Mary's Church, Redcliffe, Bristol, in conjunction with Bristol branch of the Zeebrugge (1918) Association.

Past pupils of T.S. Mercury, on the River Hamble, may wish to attend the first reunion of the Mercury Old Boys Association, to be held at the Post House, Hayling Island, on September 29 at 8 p.m. For details contact David Muffett, 56, Maisemore Gardens,

Emsworth, Hants PO10 7JX.

H.M.S. Coventry Old Hands are to meet in Coventry on September 8, mustering at the Cathedral at 1500. Details from E. M. Skelly, 17, Avon Crescent, Stratford-upon-Avon, CV37 7EX.

H.M.S. Royal Oak survivors' annual reunion is at Portsmouth on October 12. There will be a wreath-laying service the following day and a memorial service on the 14th. Details from N. T. Davies, 55a, Meadowlands, West Clandon, Guildford, Surrey, GU4 7TB (telephone Guildford 222344).

CALLING OLD SHIPMATES

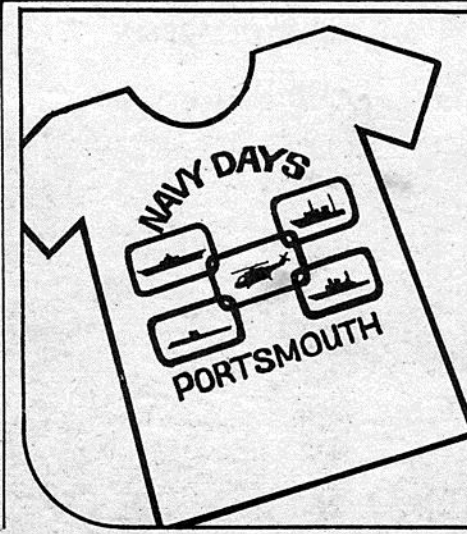
Mr. Edwin Parker, Mrs. G. Page, 34, Swallands Road, Bellingham SE6, London 3HY, writes on behalf of Mrs. Annie Trundell, who is anxious to trace her brother, Mr. Edwin Parker, ex-CPO(SM), last known address, 3, Clarence Place, London E5, possible dates of service 1914-45.

Mr. R. Robinson, ex-LSA, 39, Beckenham Gardens, Hemlington, Middlesbrough, Cleveland, would like to hear from old messmates of 69 Mess H.M.S. Formidable, Rosyth, 1946-47.

Mr. J. Longmire, 8, Lees Avenue, Denton, Lancs, greets old shipmates, many from Doncaster, who served with him in the Dunluce Castle at Scapa

Flow, and also in H.M.S. Cardiff, which he says fired more shells than any other ship in the Home Fleet. He also served in H.M.S. Duff and H.M.S. Loch Killen.

Mr. Harry Unsworth, ex-LS, 21, North Prospect Road, Milehouse, Plymouth, sends his regards to all his old shipmates of H.M.S. Cockade 1951-53 and would like news of his old "oppo" Vin Mann, who played fly half for West Riding Rugby Club. His efforts to trace copies of Guzz Gazette have failed but if any are available the naval historian at Plymouth City Library, Tavistock Road, Plymouth, would be pleased to get them with view to having them bound.



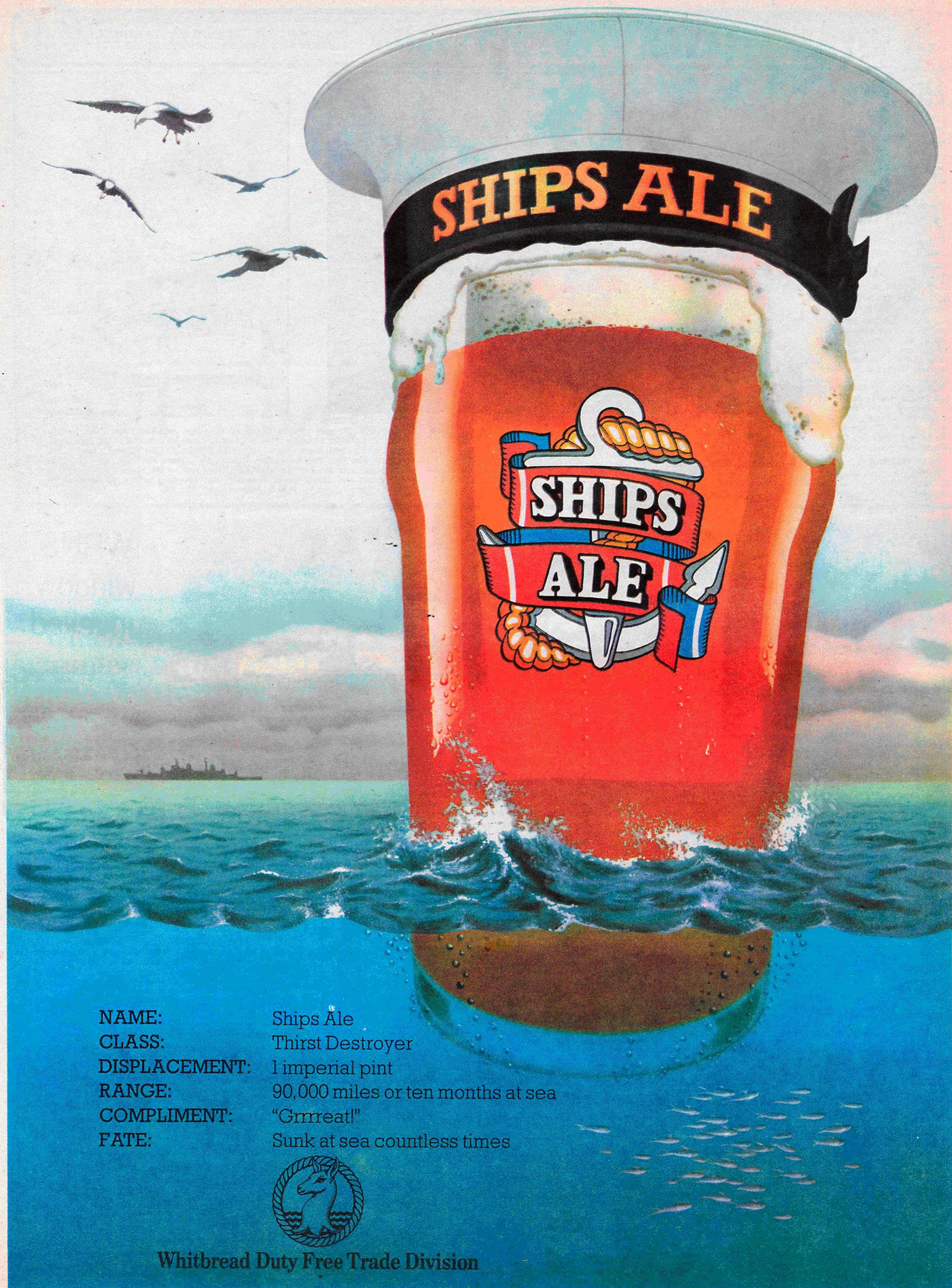
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Picture:
LWren (Phot)
Claire Harper

It's certainly a ROYAL Navy, as these pictures prove. Members of the Royal Family have graced several naval occasions in the past few weeks, and Navy photographers have been there to record it all.

ROYAL Navy training begins in September for Prince Andrew, second in line to the throne, when he joins Britannia Royal Naval College, Dartmouth. There is more about that Royal event in Page 18.

Other Royal occasions have included the Queen Mother being installed as the first woman Lord Warden and Admiral of the Cinque Ports, and Princess Anne opening a new building in H.M.S. Collingwood.

More than 2,000 men and women paraded on Ceremonial Divisions in Collingwood when Princess Anne arrived by helicopter to open Atlantic Building, the establishment's new £1.6m. administration block.

The Princess unveiled a commemorative plaque, planted a tree, took tea in the wardroom and visited the WRNS quarters.

In the evening, as Chief Commandant of the WRNS, the Princess attended a dinner in Collingwood at which more than 200 WRNS officers and their guests were present.

Two Royal Naval Reserve minesweepers escorted

H.M.Y. Britannia to Dover when the Queen Mother embarked for her installation ceremony as Lord Warden of the Cinque Ports.

Accompanying her from Greenwich were H.M.S. Glasserton, manned by Sussex Division, and H.M.S. Alfriston, of Solent Division. Senior officer was Capt. Donald Bairdow, commanding officer of Sussex Division, in the Glasserton.

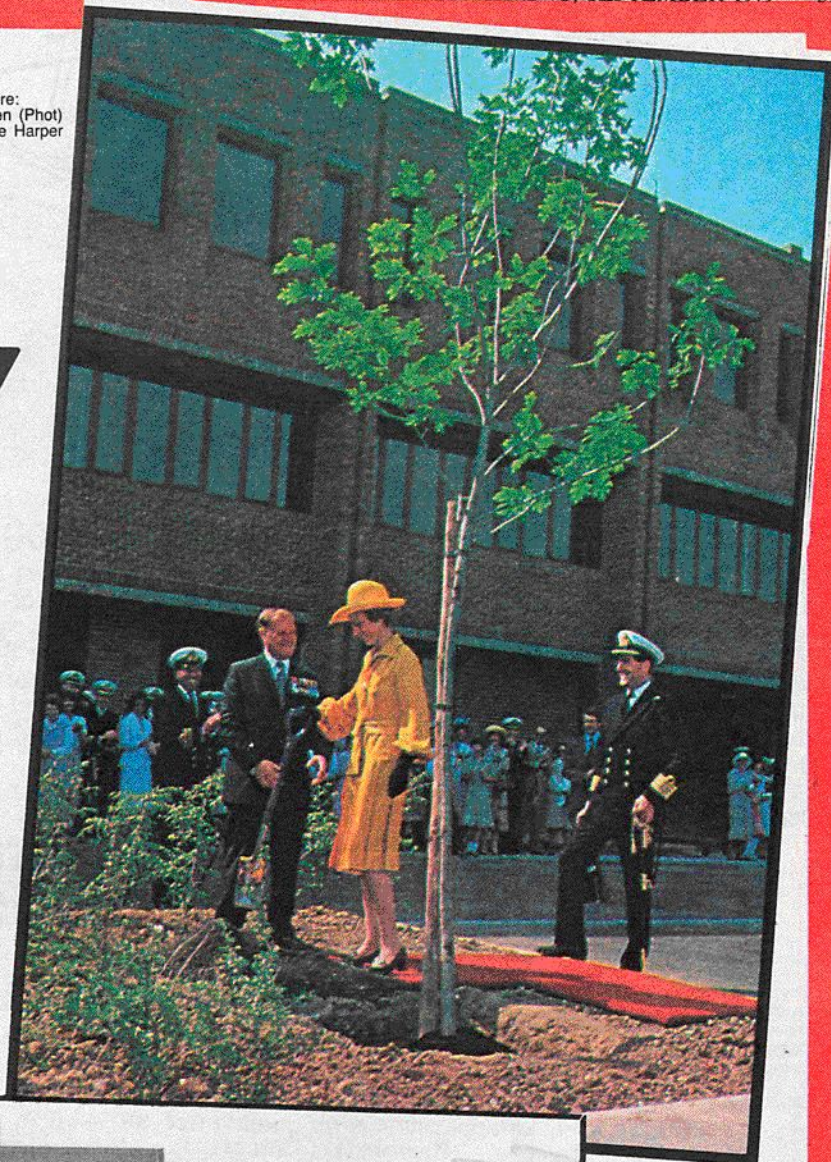
It was the first time the R.N.R. alone had provided an escort for the Britannia on a Royal sea voyage.

ROYAL GUARD

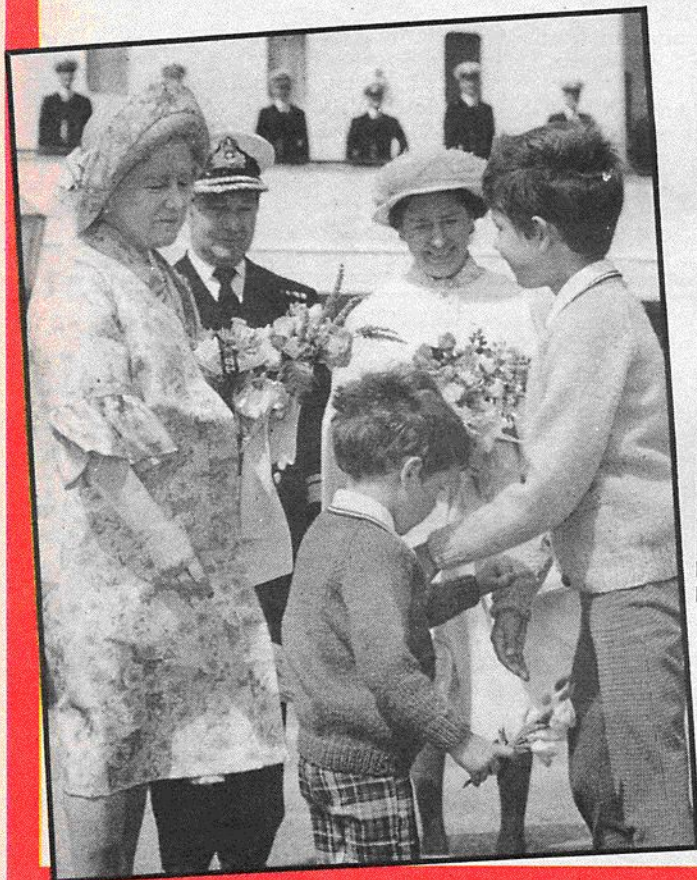
The Royal guard for the Queen Mother at Dover was mounted by the Second Submarine Squadron and the Fleet Air Arm. Guard commander was Lieut.-Cdr. J. D. D. Whitehead from H.M.S. Excellent.

H.M.S. Gurkha provided the escort when the Queen, embarked in the Royal Yacht, sailed from Southampton for the Western Isles.

● Princess Anne commended the WRNS Benevolent Trust for its work when she addressed the Trust's annual meeting for the first time as its President. Chairman, Miss D. M. Blundell, told the meeting that last year the Trust disbursed £15,065, dealing with 209 cases. Guest speaker was Vice-Admiral T. H. E. Baird, Director General of Naval Personal Services.

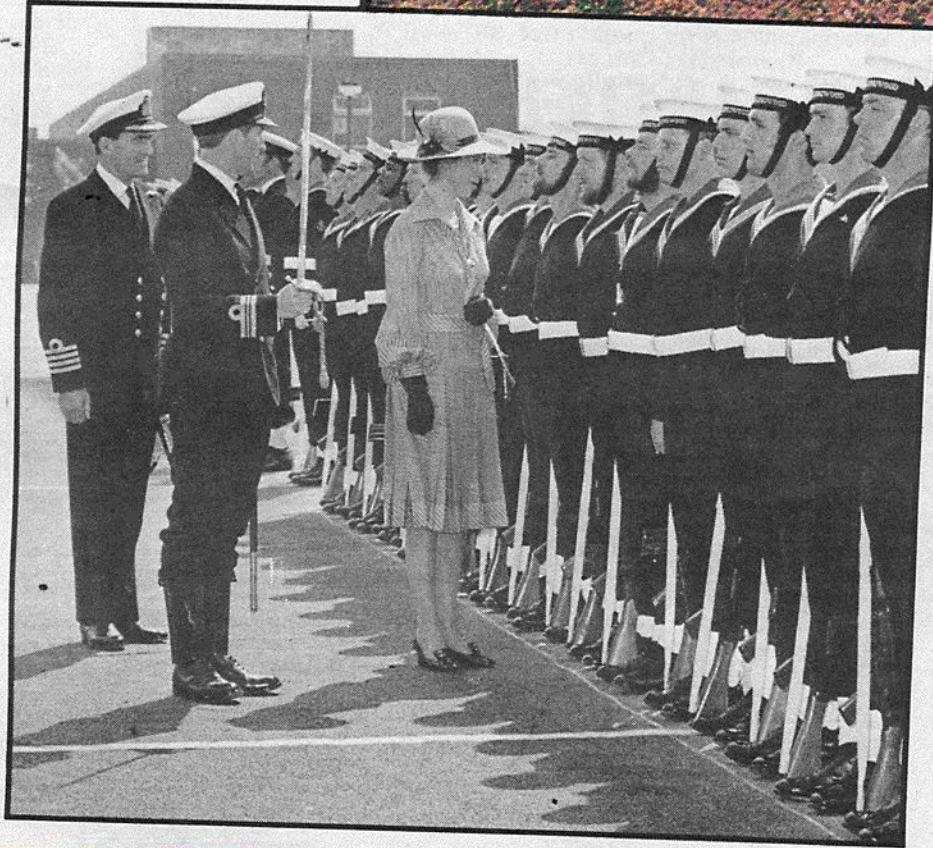


Above — Princess Anne, attended by the Captain of H.M.S. Collingwood, Capt. Peter Collinson, and the head groundsman, Mr. Cyril Tull, plants a tree outside Atlantic Building to commemorate her visit.



Left — Anthony Wildman (8) and three-year-old brother Garry presented floral tributes to the Queen Mother when she disembarked in Portsmouth from H.M.Y. Britannia after being installed at Dover as Lord Warden of the Cinque Ports. With the Queen Mother are Rear-Admiral K. Willis, Chief of Staff to C-in-C. Naval Home Command, and Princess Margaret. Prince Edward was also present.

Pictures:
PO(Phot)
Len Cobbett



Left — Escorted by Capt. Collinson and Lieut.-Cdr. Michael Hodgetts, Princess Anne reviews Ceremonial Divisions in H.M.S. Collingwood.

HERB'S SONG TRIUMPHS

H.M.S. Collingwood band on parade in H.M.S. Raleigh.



Lieut. Herb Edwards and Naval Nurse Ann Ryan hold the C-in-C. Naval Home Command Challenge Trophy won by H.M.S. Collingwood Volunteer Band.

"Herb's Song" came to the rescue for the victorious H.M.S. Collingwood band at the 1979 R.N. Volunteer Band Festival.

Collingwood's success was achieved despite a mishap during their playing of "Annie's Song," when the spring fell from Naval Nurse Ann Ryan's flute, and she was unable to do her solo part.

Lieut. Herb Edwards gallantly "sang" to the rescue, taking over for the remainder of the piece.

Once Collingwood knew they had won the overall challenge trophy they returned to the stage to do "Annie's Song" again, with Nurse Ryan this time giving a superb performance on the flute.

The festival was held in H.M.S. Raleigh and hosted by H.M.S. Figgard, who were runners-up to Collingwood. Nine volunteer bands took part.

Figgard put up the best marching display to win the Kernow Trophy, then warmed up for the concert in the evening by playing "Happy Birthday" for Capt. John Grove, Captain of H.M.S. Figgard.

Figgard's band had been playing together for just eight weeks, so were delighted to pick up a first and two seconds from the three



R.N. VOLUNTEER BAND FESTIVAL

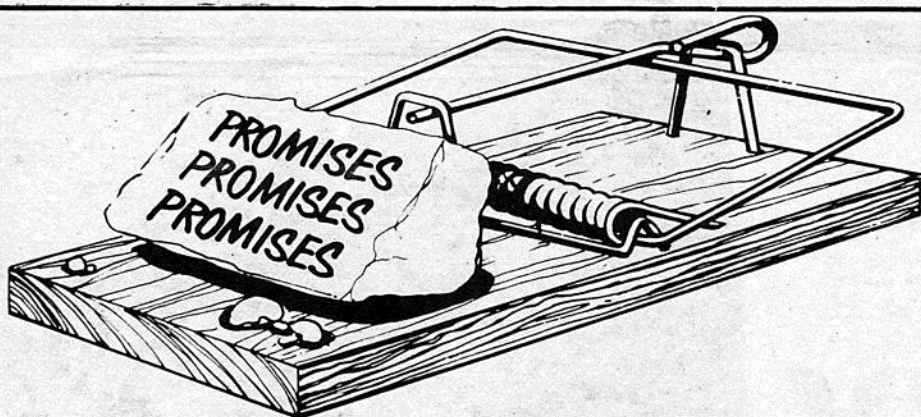
sections they entered. Tribute was paid to Figgard bandmaster Mr. Brian Oates, whose training lays the foundation for volunteer bands at Collingwood, Daedalus and Caledonia.

The Bambara Trophy for the best Fleet Air Arm entry won won by H.M.S. Heron, while H.M.S. Neptune won the Rose-Morris Trophy for the best small band concert performance.

The K. J. Alford Memorial Trophy, awarded to the best drum major, was shared by REA1 Mitch Smyth and OEA3 Christopher Anderson of H.M.S. Collingwood, with ART APP Berry (H.M.S. Figgard) the runner-up.

This was REA1 Smyth's fourth win, and OEA3 Anderson's third.

Collingwood, appropriately, won the Collingwood Trophy for the best drum display. Vice-Admiral Sir John Lea, Director General Naval Manpower and Training, attending his seventh festival, paid tribute to the instructors and commented on the improved standards.



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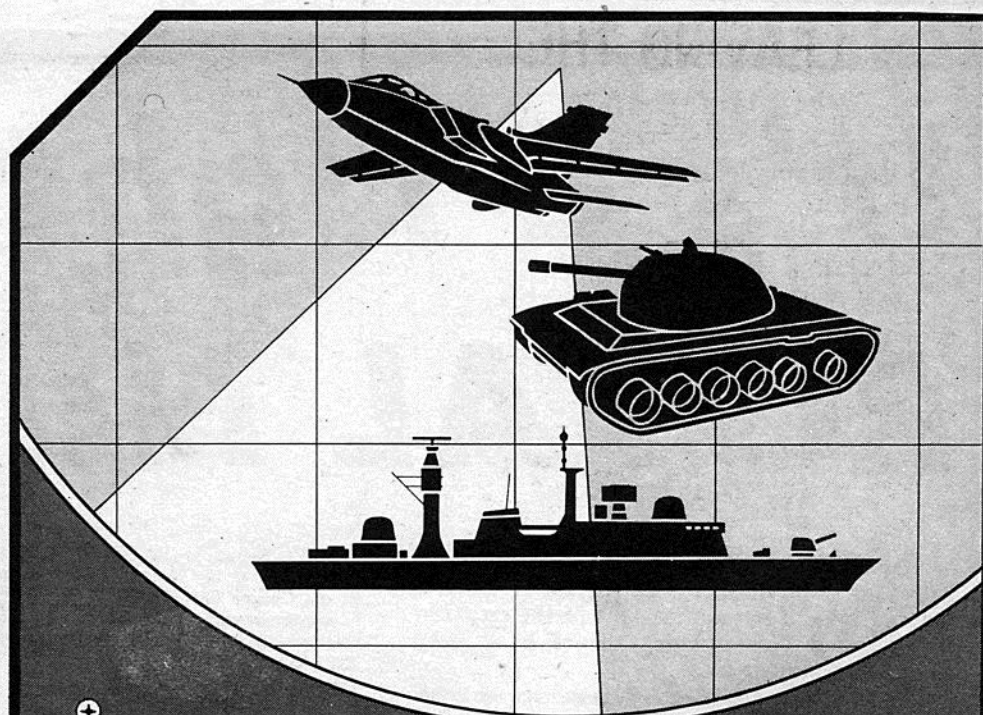
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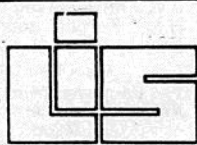
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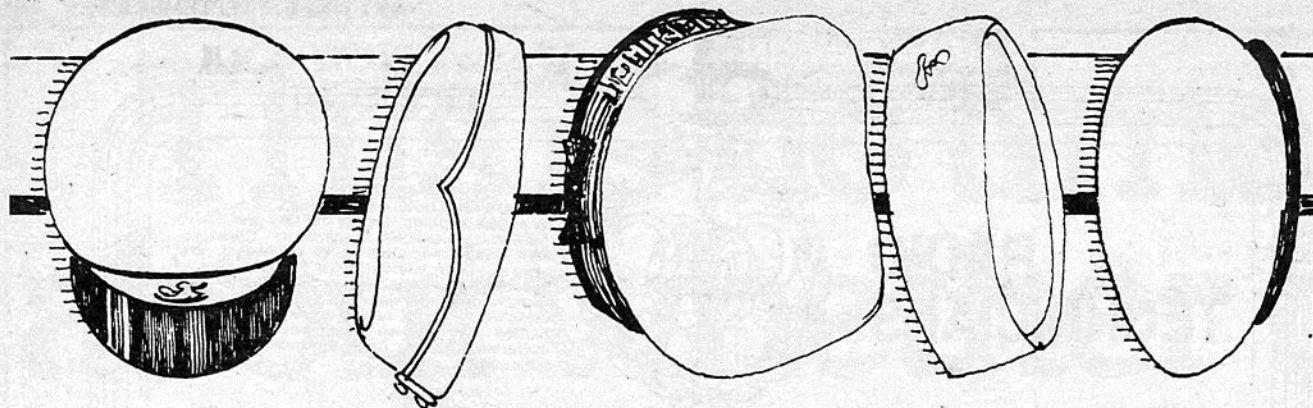
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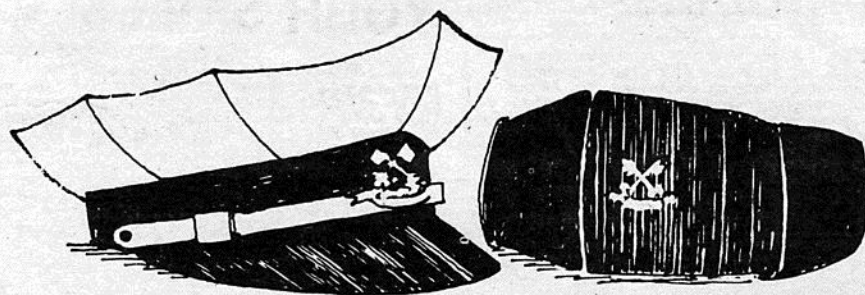
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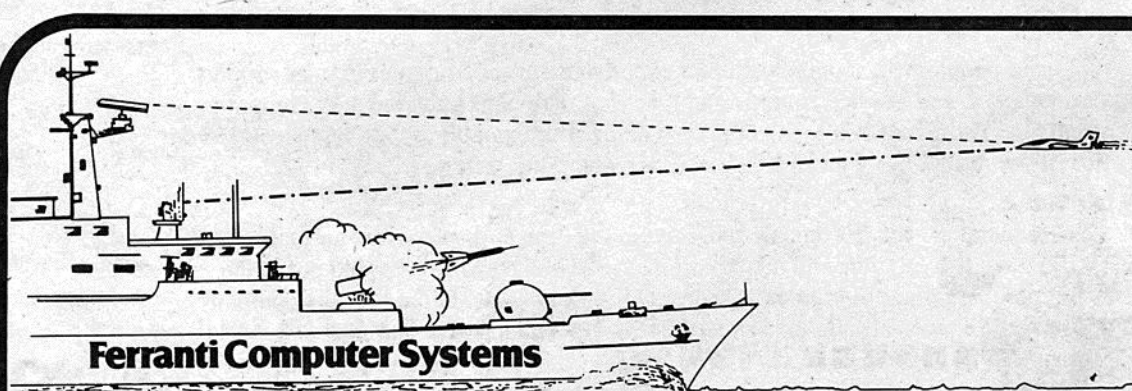
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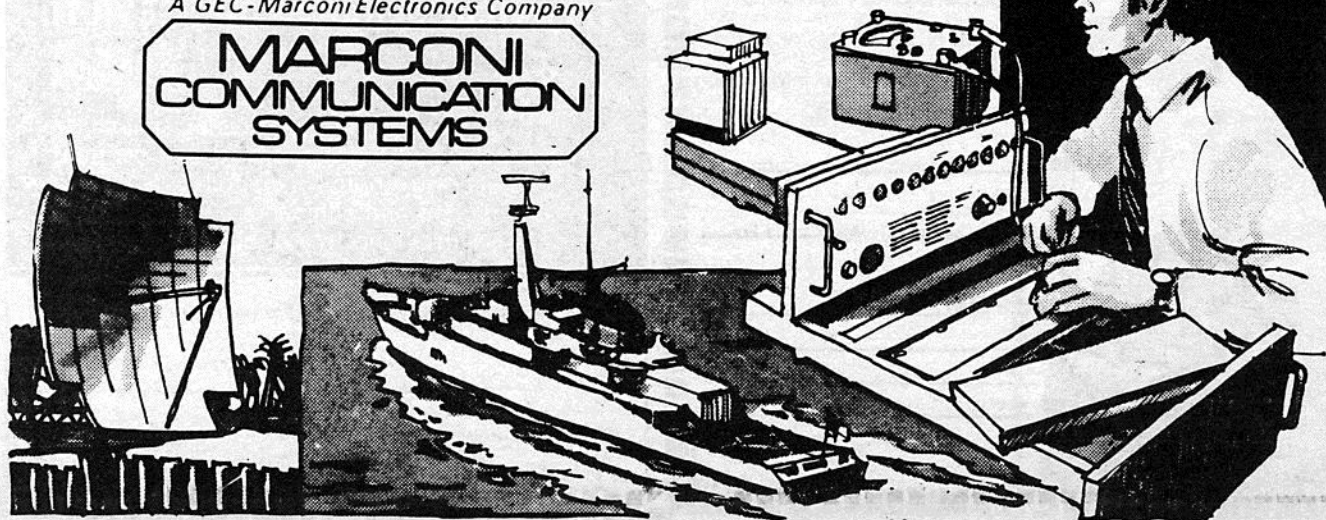
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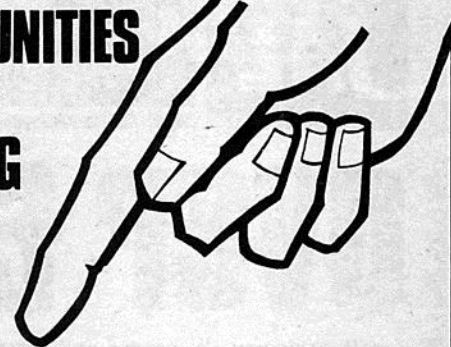
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DIVER IN CRASH DRAMA

A Royal Navy diver was the central figure in the rescue of a 15-year-old boy trapped in the wreckage of a four-seat aircraft which had crashed into the sea off Cornwall.

CPO(D) Jamie Bauld leapt into the sea from a hovering Wessex and found the aircraft 60ft. down on the sea bed. The boy, Peter Crowther of Aylesbury, had apparently been kept alive by a pocket of air — but it was exhausted by the time CPO Bauld reached him.

DIED LATER

Peter was brought to the surface alive, but he was unconscious and died later in hospital.

Three other occupants of the aircraft were rescued in an operation which involved three helicopters — two Wessex and a Sea King — from R.N. air station Culdrose.

They were alerted after the aircraft crashed while taking aerial photographs of vessels beginning the Manx Tall Ships Race from Fowey. Two men and a 12-year-old boy managed to scramble clear and were picked up by boats — but Peter's leg was trapped by a safety harness in the plane.

New missile on order

A new anti-ship guided missile to arm the Royal Navy's Sea Harriers in the 1980s is in the pipeline.

The Ministry of Defence has awarded British Aerospace Dynamics Group a contract to complete development and evaluation of the missile — P3T — and to supply an initial production batch.

P3T — a "fire and forget" sea-skimming weapon with a radar-homing head and computer — is also designed to equip the R.A.F.'s Buccaneer and Tornado strike aircraft.

Food for thought

There was food for thought for 90 naval caterers who met at H.M.S. Pembroke, Chatham, for the first Royal Naval Caterers Conference. Talks ranged over such subjects as compact food for submarines, food poisoning, cellular packages and fast food equipment — and there were two demonstrations.

The chairman, Capt. J. P. Barker, Director of Fleet Supply Duties, said the conference gave an opportunity to update and increase the professional ability of the caterers. In his closing remarks, Rear-Admiral J. E. C. Kennon, Chief of Naval Supply and Secretariat Officer, praised the organizers for their conception and presentation of the conference.

Tattoo-ed Wren!



Ever seen a Wren with a tattoo? The Wren with the winning smile is Christine Lorimer — and the tattoo she is keen that everyone should know about is the H.M.S. Vernon Searchlight Tattoo, an entertaining blend of military skill, music and pageantry taking place in the Portsmouth establishment from September 19 to 22.

This year the event, starting at 7 p.m. each evening, will feature the Red Devils Free-Fall Parachuting Team and Helicopter Display; the Queen's Colour Squadron R.A.F.; the Royal Military Police Display Team (horses and motor-cycles); the Royal Naval Display Team; the Pegasus Gymnastic Display Team; and massed bands.

DRESS REHEARSAL

On September 18 the dress rehearsal will take place before a specially-invited audience of senior citizens and handicapped and underprivileged children.

Tattoo tickets (£1 for adults and 50p for children and O.A.P.s) are available at H.M.S. Vernon Main Gate. All proceeds go to King George's Fund for Sailors.

SPORTS FIXTURES

SEPTEMBER

31 Aug—2 Sep — Mountaineering: RN & RMCM meet (N. Wales).
31 Aug—2 Sep — Hockey: Exeter Festival.
1 — Athletics: Braemar Games.
1—2 — Sailing: National Bosun championships and Navy championships (Plymouth); Kayak slalom: Marple (Derby); Kayak slalom: Ironbridge (Salop).
2 — Rifle shooting: RAFTRC and Eastern Counties (Bisley); Kayak: Tewksbury (Tewksbury); Kayak: Thorpe Park, sprints (Bucks); Motoring: RAC leaders sprint championships (Prescott).
7—9 — Kayak: Inter-Service LD and sprint (Nottingham).
8 — Hockey: RN v Leicestershire Portsmouth; Netball: WRNS Inter-Service establishment tournament (Portsmouth).
8—9 — Kayak slalom: Whorlton (Yorks); Kayak slalom: Duckmill (Cambridge).
9 — Rifle shooting: Sussex (Bisley); Motoring: RAC leaders sprint championships and BARC hill climb championships (Wiscombe); Hockey: Hants v Leicestershire (Portsmouth, 1130).
10 — Angling: NAC and open beach competition (Portland).
12 — Angling: Inter-Service game championships (Rutland Water).
15 — Hockey: WRNS Inter-Service 6-a-side tournament (RM Eastney).
15—17 — Kayak slalom: Inter-Service championships (Grandtully).
16 — Kayak: Pangbourne, LD, (Berks); Cycling: 50 mile veterans' circuit (Lee-on-Solent); Rifle shooting: Club championship meeting (Bisley).
17—20 — Golf: Inter-Service tournament (Hayling GC).

18—20 — Boxing: Fleet novices championships (HMS Pembroke).
19 — Football: 1st round Navy Cup.
22 — Motoring: ESSO BTRDA Rally Championships (Dumfries); Table Tennis: WRNS Inter-Service establishment table tennis tournament (Portsmouth); Sailing: Yacht race Plymouth to Salcombe.
23 — Rifle shooting: 56 Kent HG (Longmoor); Kayak: Worthing (Sussex); Kayak: Thorpe Park — Sprint (Berks).
25 — Angling: Inter-Service beach competition (Gareloch).
26 — Angling: Inter-Service coarse championships (Radcot-Thames); Football: Navy Cup quarter finals.
29 — Badminton: WRNS Inter-Service establishment badminton tournament (HMS Mercury).
29—30 — Kayak slalom: Serpents Tail (N. Wales).
30 — Kayak: Wey (Guildford); Biathlon: WRNS v WRAC (Aldershot); Biathlon: RNWVA v All Sports (Bristol).

OCTOBER (first week)

2—3 — Boxing: Portsmouth novices championships (HMS Nelson).
3—4 — Boxing: NAC novices championships (RNAS Culdrose).
6 — Squash: WRNS Inter-Service squash tournament (Portsmouth).
6—7 — Golf: Cornish Piskey (Newquay GC); Hockey: RNU21 Inter-Service tournament (Lymington); Kayak: Shepperton (Surrey); Kayak: Carlisle (Cumbria).
7 — Kayak: Longridge (Longridge).

Princess Alice visits Walrus

Princess Alice, Duchess of Gloucester, paid an informal visit to the James Bond submarine, H.M.S. Walrus, at Ipswich. The Duchess launched the submarine 20 years ago at Scotts Yard on the Clyde.

Since then she has taken a keen interest in each of four subsequent commissions of the submarine, which featured in the James Bond film "The Spy Who Loved Me."

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A current driving licence is also required.

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For an interview, ring Chris Hill on 01-953 2030 ext. 3449 or write to him for an application form at Marconi Avionics Limited, Elstree Way, Borehamwood, Herts WD6 1RX. Alternatively telephone 01-207 3455, any time (day or night) and we'll send you more information.

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SPORT

WALHEN WINS — AGAIN

Ex-international RELMN(A) Trevor Walhen (H.M.S. Nelson) won his sixth Royal Navy decathlon championship, finishing 81 points ahead of POAM Ty Lewis who is about to succeed him as Navy athletics coach.

Walhen last won the title in 1973. Although his running fitness is not what it used to be, his technical know-how showed up in the skill events.

In both the high jump (1.78m.) and the 110m. hurdles (16.5sec.) he scored more points than any other competitors.

At the end of the first day App Tony Bozie (H.M.S. Caledonia) led Walhen by 200 points, but Bozie's weakness showed in the pole vault and Walhen's good discus throw put him in an unbeatable position going into the final event, the 1,500m.

POAM Lewis (H.M.S. Nelson), the defending champion, also caught Bozie and, by recording the fastest 1,500m. time, made sure of the silver medal.

EM(A) Neil McPhee also put in a medal bid by clearing 3.80m. in the pole vault. But he scored less well in the javelin and 1,500m. and finally trailed bronze-medal winner Bozie by 55 points.

AIR TITLE

Air Command retained the team championship, with their three athletes finishing in the first four places.

Seventeen athletes completed the decathlon, during which some very good performances were recorded. SEA Gavin Russell (H.M.S. Vernon), only 17 years old, finished sixth overall and won the junior championship with a championship and personal best of 5,015 points.

CWren Jane Walsh (H.M.S. Excellent) had no trouble defending her WRNS pentathlon championship. POWren Maggie Johnson (H.M.S. Dryad) just held off Wren Rennie (H.M.S. Osprey) for second place.

RESULTS

RN. decathlon championship — 1, RELMN(A) T. Walhen (5,703 points); 2, POAM T. Lewis (5,622); 3, App T. Bozie (5,320).

Team championship — 1, Air (16,590); 2, Portsmouth (13,888); 3, Plymouth (8,451).

Junior championship — 1, SEA G. Russell (5,015); 2, AB C. Smith (4,068); 3, App S. Tennant (3,231).

Women's pentathlon — 1, CWren J. Walsh (2,641); 2, POWren M. Johnson (2,300); 3, Wren Rennie (2,231).

Women's team championship — 1, Portsmouth (4,941); 2, Air-Scotland (4,259).

Champs last

The Royal Navy went to the Inter-Service decathlon championships at Aldershot as defending champions, but came away having lost the title to the R.A.F. and being beaten into third place by the Army.

However, the Navy were only 300 points behind the Army and, with a bit more luck in the individual performances, could have finished second.

With R.A.F. junior international SAC Paul Edwards piling on the points during the first day, it was obvious that, barring disaster, the airmen would win.

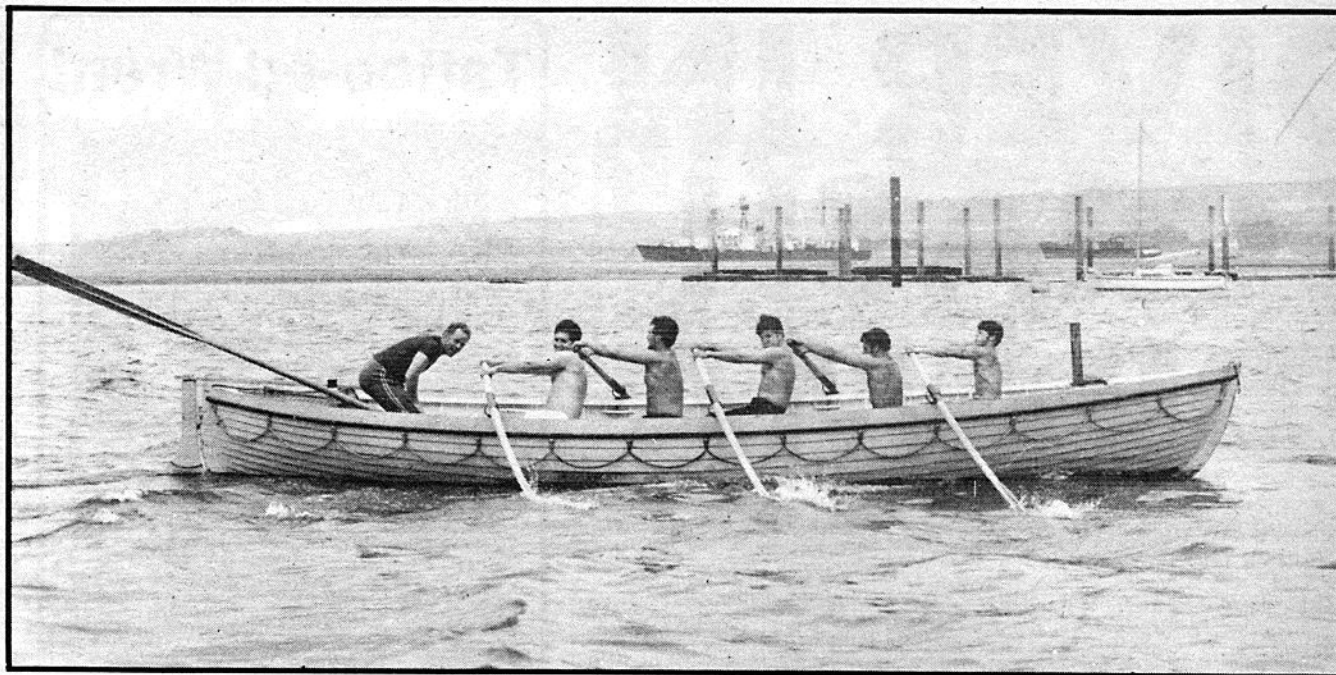
PERSONAL BESTS

The Navy were represented by RELMN(A) Trevor Walhen, POAM Ty Lewis, App Tony Bozie and EM1 Eddie Over (H.M.S. Dryad). Although the first two were down on their Navy championship scores, Bozie and Over achieved personal bests.

Edwards won the championship with 6,749 points, 700 ahead of the second-placed athlete. Walhen was fifth with 5,639, Bozie seventh with 5,513, Lewis eighth with 5,473 and Over 11th with 5,086.

MODERN PENTATHLON

Whaler of a race!



H.M.S. Rame Head's A team is pictured on its way to victory in a grand challenge between four 27ft. whalers from H.M. ships Birmingham, Excellent and Rame Head. The course was over five cables between the ensign staffs of the Birmingham and the Rame Head in Portsmouth Harbour.

Rame Head A were nearly swamped by a water boat, while the Birmingham whaler nearly suffered a similar fate from a harbour tour boat. Rame Head, however, won by seven lengths

from their B crew, with Birmingham five lengths back and Excellent bring up the rear.

The picture shows, from bow to stern, ABs McEwen, Raine, Elliott and Hutchinson and Lieut. Brown. They were coxed by FCOEL Williams.

In the words of a well known television programme, Rame Head now consider they have the best whaler crew in the Portsmouth area — unless anyone knows better!

Swimmers make quite a splash

The Royal Navy made quite a splash at the Inter-Service swimming, diving and water polo championships, winning three out of the five championship trophies.

Both Navy men's and women's teams won their swimming championships, and the men also won the diving event outright for the first time.

The WRNS victory, their first since 1962, was due to a superb team performance. Wren Paula Richardson (H.M.S. Seahawk) took three seconds off the existing 100m. freestyle record, while team captain Wren Sue Annettes (H.M.S. Osprey) clipped five seconds off the 100m. breaststroke record.

The 4x1 medley relay team of LWPT Lyndsey Arbus (H.M.S. Collingwood), Wren Annettes, Wren Richardson and Third Officer Jackie Eaton (H.M.S. Dryad) also broke the record to finish first.

R.A.F. BEATEN

In the men's championship, the Navy narrowly defeated the favourites, the R.A.F. Welsh international water polo player Mid. Dave Edwards (Birmingham University) set the ball rolling by winning the 800m. freestyle in a record time of 9min. 24.2sec.

Other outstanding swimmers were made by LPT Mickey Flaherty (H.M.S. Eskimo) and JRO Simon Stanley (H.M.S. Rhyll), who finished first and second in the 400m. to tip the balance towards the Navy after an R.A.F. swimmer had been disqualified.

"Superdoc," Surgeon Lieut. Alex Wilson Mills (H.M.S. Rooke), won both the 100m. and the 200m. freestyle events in record times. He was also a member of the 6x2 freestyle relay team that broke a seven-year-old record to clinch the title.

Others in the relay team were Sub Lieut. Ian Hughes (RNEC Manadon), LPT Lee McCann (H.M.S. Blake), Sgt. Barry Shepherd (3rd CDO Brigade Air Squadron), Mid. Edwards, and MNE Ian Stoughton (40 CDO).

SEA Simon Town (H.M.S. London) won the diving, with PO Alan Clarke (845 Squadron) third, to give the Navy their first outright team win in this competition. The WRNS finished second to the WRAC in the women's diving championship.

SWIMMING

Most disappointing result for the Navy was in the water polo. On paper and on the season's results the Navy were favourites for the title. But after beating the Army 10-2, the team let complacency creep in and were beaten 9-6 by the R.A.F. The airmen also beat the Army.

The Army easily won the Inter-Service junior championships, but the feeling was that this was the best Navy junior side in depth for many years. The Navy juniors did, however, retain their diving championship by default. The Army were unable to raise a team.

RESULTS

Navy results at the Inter-Services were:

MEN

800m. freestyle — 1, Mid. D. Edwards, Birmingham University (9min. 24.2sec. New Record); 5, JRO S. Stanley, H.M.S. Rhyll (10:12.9).

400m. freestyle — 1, LPT M. Flaherty, H.M.S. Eskimo (4:48.0); 2, JRO S. Stanley, H.M.S. Rhyll (4:49.3).

200m. freestyle — 1, Surg. Lieut. A. Wilson Mills, H.M.S. Rooke (2:07.1); NR; 6, PLT J. Nowak, H.M.S. Dolphin (2:21.1).

100m. freestyle — 1, Surg. Lieut. A. Wilson Mills, H.M.S. Rooke (56.2, NR); 4, MNE I. Stoughton, 45 CDO (59.0).

100m. breaststroke — 5, AB G. Thomas, H.M.S. Bideston (1:18.4); 6, MNE D. John, 45 CDO (1:20.0).

200m. breaststroke — 5, MNE D. John, 45 CDO (2:54.9); 6, App J. Drisley, H.M.S. Figgard (3:03.3).

100m. backstroke — 2, Sub Lieut. Ian Hughes, RNEC (1:07.1); 3, MNE A. Marsh, 45 CDO (1:09.3).

100m. butterfly — 2, MNE I. Stoughton, 45 CDO (1:04.8); 4, MNE A. Marsh, 45 CDO (1:06.9).

4x2 medley relay — 3, R.N. (2:55.2).

4x2 1m. — 1, Mid. D. Edwards, Birmingham University (3:14.8, NR); 5, AB G. Thomas, H.M.S. Bideston (3:36.7).

6x2 freestyle relay — 1, R.N. (3:38.9).

Team result — 1, R.N., 78 points; 2, R.A.F., 76; 3, Army, 70.

WOMEN

100m. freestyle — 1, Wren P. Richardson, H.M.S. Seahawk (1:17.1); 6, Wren A. Awmack, H.M.S. Dolphin (1:15.2).

4x1 1m. — 2, Third Officer J. Eaton, H.M.S. Dryad (1:46.6); 5, Wren S. Annettes, H.M.S. Osprey (1:52.6).

100m. backstroke — 2, LWPT L. Arbus, H.M.S. Collingwood (1:20.1); 4, Wren Heidi Skuladek, H.M.S. Pembroke (1:28.5).

100m. breaststroke — 1, Wren S. Annettes, H.M.S. Osprey (1:26.0); 2, POWren M. Bolam, H.M.S. Nelson (1:27.8).

4x1 medley relay — 1, WRNS (1:29.6).

4x1 freestyle relay — 3, WRNS (1:22.7).

Marines 'double'

As expected, the Royal Marines did the "double" at the Navy's senior swimming and water polo championships, while the WRNS event was won by Portsmouth.

The only records to fall were in the women's 100m. and 33 1/3m. freestyle events, both won by Wren Paula Richardson (H.M.S. Seahawk).

Services win

Combined Services beat the Civil Service 6-4 at water polo, and won the men's swimming event at H.M.S. Raleigh on August 11. Five Navy players were included in the Services team, including the team captain, Sgt. Barry Shepherd of 3rd CDO Air Squadron.

Squash season opener

The Navy's squash season opens on September 21 with a fixture at Squash Welling against Kent. Before that, on September 14 and 15, Navy and Under-25 trials will be held at the Camden Centre and U.S. Portsmouth.

Players wishing to attend the trials should forward their names to Lieut.-Cdr. Robin Bawtree (H.M.S. Warrior ext. 551) or Lieut.-Cdr. Colin O'Keefe (H.M.S. Warrior ext. 7159) by September 10.

EXPLOSION

Squash in the Navy has exploded to such an extent in the last few years that the last annual meeting of the R.N.S.R.A. decided to swell its number of officials to deal with the expansion.

It has also been decided to introduce veterans — serving officers and ratings over 40 — and Under-25 events at the Inter-Service championships in February.

The R.N.S.R.A. membership organization has also been rejuvenated and offers several benefits, including priority on coaching courses. Anyone wishing to take out a life membership subscription (£7.50) should contact the Membership Secretary, Lieut.-Cdr. Bawtree.

PORTSMOUTH

The Portsmouth naval squash championships take place at the Camden Centre, Queen Street, on October 17-18 and 22-23. Men and women serving in the Portsmouth area are eligible and should send their entries to the secretary, Portsmouth Area S.R.A., CACMN E. T. Crispin, Air Office, H.M.S. Daedalus, by October 10.

Harris wins Osprey title

CPO Tim Harris won the 1979 H.M.S. Osprey golf championship played at Weymouth Golf club. He returned a nett 136 off his 12 handicap. Lieut.-Cdr. Maurice Pancott returned a fine gross 76 in the afternoon to win the scratch prize with a total of 159.

Royal goals

Cdr. the Prince of Wales scored all four goals for the Royal Navy polo team which beat the Army 4-2 at Tidworth to retain the Rundle Cup. This was the 44th playing of this annual event.

Rugby Colts in action

The Navy's Colts rugby players gather in H.M.S. Sultan on October 19 and 20 for an Inter-Command tournament. Last season the Colts, formerly known as the Under-19s, had their best ever results, winning the Inter-Services and producing two England Colts internationals.

At the end of the Sultan tournament, 30 players will be selected to form a squad for the new season.

New chairman of the R.N.R.U. Colts committee is Capt. John Jacobsen. The secretary and selector is Lieut. Mike Wilcox (H.M.S. Collingwood extension 404).

The master swimmers

Navy swimming coach CPO Nigel Folley (H.M.S. Nelson ext. 24132) is looking for serving and ex-Navy swimmers to represent the R.N.A.S.A. at the Masters Tournament at Swiss Cottage Baths, London, on October 20.

Competitors swim in the age groups 25-30, 30-35, 35-40, 40-45, 45-55 and 55 and over.

Daedalus title

H.M.S. Daedalus and H.M.S. Dolphin were first and second in the R.N. and R.M. Coarse Angling Association's annual championships fished on the River Thames at Buscot, Oxfordshire.

Osborne sprints to 10,000m. victory

POPT Terry Osborne (H.M.S. Raleigh) outspurred Capt. Barry Heath (R.M. Poole) to win the Royal Navy 10,000m. championship by a margin of 2.2 seconds.

CPO Keith Cawley (H.M.S. Drake) was third, 30 seconds behind Heath.

This was a repeat performance of the 5,000m. championship held a month earlier, with LWTR Vic Tarrant (H.M.S. Centurion) again finishing in fourth place.

These four set the pace on a hot and dusty afternoon. Tarrant

began to drop back at half way as the leading three surged ahead. Osborne put in his bid with four laps to go, but Heath kept on his heels until the last lap.

RESULTS

R.N. 10,000m. championship — 1, POPT T. Osborne, 31min. 21.6sec.; 2, Capt. B. Heath, 31min. 23.8sec.; 3, CPOPT K. Cawley, 32min. 03.8sec.; 4, LWTR V. Tarrant, 32min. 34.0sec.; 5, PO C. Carthy, 33min. 46.4sec.; 6, CPO E. Trench, 34min. 14.0sec.

● The H.M.S. Sultan open 10,000m. race was won by LWTR Vic Tarrant, with CPO Joe Claire second and POPT Andy Cullen third.

Teamwork makes 'em champions

The Royal Navy won the Inter-Service cricket championship for the first time since 1971 when they defeated the Army and the Royal Air Force at Uxbridge, writes **Derek Oakley**.

Victory was achieved by a fine team effort under new skipper Capt. Rob Fulton, R.M., in which every member played a decisive part. None more so than veteran Cdr. Roger Moylan-Jones, who was winning his 33rd "Inter-Service" cap, a record for all three Services.

His decisive innings of 30 and 39 laid the foundations for substantial scores in both matches. Outstanding, too, was the bowling of PO John Michels, whose nine for 96 in the two games was ably supported by the other bowlers and some excellent catching.

Batting first on a damp wicket against the Army, the Navy lost both openers for 32 before Moylan-Jones (30) and Lieut. Mike Robinson (42) wrested the initiative with some very attractive batting.

Lieut.-Cdr. Tony Ellis, who has not played for the representative

CRICKET

side since the Navy last won in 1971, drove two of his first three balls to the boundary, and lunch was taken with the score on 108 for three off 33 overs.

Ellis (33) and Robinson departed at 138, and a big score looked on. But two unfortunate run outs did not help, and the innings closed at 175 all out off the last ball of the Navy's 55th over.

Opening bowler Lieut. Peter Bowden struck with his fifth ball when new cap Lieut. Roger Evans took the first of four catches behind the wicket.

Bowden and Jamaican newcomer Sub-Lieut. Peter Gordon gave away just 29 runs from their first 17 overs, and PO John Michels quickly picked up a couple of wickets.

Injudicious strokes reduced the

Army to 89 for six, and they were eventually out for 126 in the 49th over. Michels bowled an immaculate line and length to finish with six for 42 off 15 overs.

Royal Navy 175 (M. Robinson 42, A. Ellis 33, R. Moylan-Jones 30; B. Bennett 3-35, D. Lawson 3-37). Army 126 (B. Bennett 50; J. Michels 6-42, P. Bowden 2-13, A. Collier 2-47). Navy won by 49 runs.

ARMY v. R.A.F.

On the second day of the festival the Army narrowly beat the R.A.F. in a thrilling finish after scoring 57 off the last 4½ overs to win by two wickets with a ball to spare.

R.N. v. R.A.F.

The Navy batted first against the R.A.F. on a beautiful wicket prepared by ex-R.A.F. Cpl Bill Garner, well known to U.S. Plymouth cricketers in the 1950s.

Sub. Lieut. Tony Izzard went cheaply, but Surg. Lieut. Paul Cooper, capped this year at both rugby and cricket, and Moylan-Jones set about a mediocre R.A.F. attack with confidence.

Cooper was finally out, caught on the boundary, for 79. Ellis and Collier went cheaply, but skipper Fulton (22 not out) and Robinson (57 not out) put on 58 in the last seven overs to give the Navy a total of 236 for five off their 55 overs.

SAC Dick de Caires scored 50 out of 81 in the first hour as the R.A.F. hit back strongly. At tea they were 100 for one off just 27 overs, but the break did more good for the Navy, who picked up two wickets in successive overs, the second to a brilliant diving catch.

FIRST CENTURY

De Caires went on to a well-deserved 105, the first century in Inter-Service cricket since the introduction of limited overs 15 years ago, before he was bowled by Michels.

Izzard picked up two wickets to turn the match, before Bowden and Gordon aided by excellent ground fielding, came back to bowl the R.A.F. out 17 short of their target.

Royal Navy 236-5 (P. Cooper 79, M. Robinson 57 n.o., R. Moylan-Jones 39, R. Fulton 32 n.o.; R. de Caires 105; J. Michels 3-54, P. Bowden 2-51, P. Gordon 2-42, A. Izzard 2-27). Navy won by 17 runs.



Happy smiles from members of the WRNS tennis team which won the Inter-Service tournament outright for the first time since 1956. Pictured (left to right) back row are Wren Liz Bates, POWPT Barbara Wareham and LWPT Sue Oldman; middle row, Wren Hilary Astley-Jones, First Officer Jenny MacColl, Wren Cherry Dedow and First Officer Rosie Ball; front row, Second Officer Diana Day, and selectors Mrs. Cooper and Mrs. Osborne.

Vintage year for WRNS, veterans

It has been a vintage year for Navy veterans and the WRNS in the Inter-Service tennis competition played at the All England Club in early August, writes **Nick Lorrimer**.

In a very close contest, the result of which was in doubt until the last set of the day, the veterans, led by Admiral Sir James Eberle, CINCFLCET, beat both the Army and RAF teams for only the second time since 1962. Admiral Eberle, partnered by a former Navy champion, Lieut.-Cdr. Bill Threlfall, lost to the Army pair in three sets, but beat the RAF pair in straight sets.

The Navy second pair, Capt. Ian Chrishop and your correspondent, won both their ties in straight sets which compensated for losses by the third pair, John Gundry and Cdr. Bison Turner.

The WRNS, who last year had to be content with a shared win with the WRAF, this year

TENNIS

emerged as the clear victors in the women's competition, mainly as a result of fine wins in the singles matches by First Officer Jenny MacColl, LWPT Sue Oldman and Wren Hilary Astley-Jones, the WRNS singles champion. This was the WRNS first outright win since 1956.

In the premier competition, the Navy men's team had to be content with a creditable second place, the RAF winning the Inter-Service championship for the 16th successive season! However, in winning six of their matches, the Navy achieved their best result since 1974, and gained particular

satisfaction from outstanding singles wins against both the other Services.

CHAMPION

Lieut. Jolyon Ralston, in his final year of service in the Royal Marines, rounded off his successes in the Navy individual championships the previous week by beating both the Army No. 1, Captain Chris Braithwaite, and the undisputed R.A.F. champion, Sqn.-Ldr. Mike Hann.

Despite being 6-7 down in a tie break against Hann, Ralston played magnificent tennis on the fast grass courts at Wimbledon to win the match 7-6, 6-2.

FINALISTS

Patchy weather conditions prevented play on the grass courts at Wimbledon, but the Navy's individual championships were concluded successfully in the week before the Inter-Service competition. The Royal Marines fielded all the finalists in both the men's singles and doubles open competitions.

Lieut. Jolyon Ralston, the Navy captain, deservedly won the singles event, beating Lieut. Brian Gibbs in two sets, and, partnered by Marine Barry Nash, beat Lieut.-Col. Ben Herman and Lieut. Gibbs, also in two sets, in the doubles final.

The junior event was won by Mid. Perkins (against Mid. Barnard, 6-2, 6-0), the WRNS singles by Wren Astley-Jones (6-1, 7-5 against First Officer MacColl and the WRNS doubles final by First Officer MacColl and LWPT Oldman.

Winner of the veterans final was Admiral Eberle, who also won the veterans doubles in partnership with Capt. Ian Chrishop.

During the prize giving, the former President of the RNLTA, Rear-Admiral Sir Anthony Miers, was presented with a pair of goblets and an illuminated scroll to acknowledge the many years of support and encouragement that both Admiral and Lady Miers have devoted to Navy tennis.

Director in form

The Director of Naval Physical Training and Sports, Capt. Mike Freeman, keeps himself in trim by playing cricket regularly. Playing for the R.N.C.C. against Incogniti at Mount Wise, he opened the batting and scored 125 out of 241 for two. Incogniti, however, won by four wickets.

★ ★ ★

H.M.S. London came from the back of the draw to win the Portsmouth Fleet six-a-side cricket tournament at Eastney. The London beat H.M. ships Intrepid, Bulwark, and Blake — an exciting game in which 102 runs were scored in ten overs — and H.M. submarine Otter. The London, refitting in Portsmouth, were later due to meet H.M.S. Mohawk, winners of the Devonport Fleet competition, at H.M.S. Collingwood to decide the Fleet six-a-side cricket "superchamps."

Class wins it for Yeovilton

Former Royal Navy and Combined Services skipper Cdr. Roger Moylan-Jones was the match-winner for R.N. air station Yeovilton when they beat H.M.S. Dolphin in the final of the Navy Cup.

His controlled and almost chanceless 77 not out steered the Air side to a comfortable win by six wickets.

After being put in to bat, Dolphin scored slowly against some steady bowling, particularly Navy opener Lieut. Peter Bowden (2-21). WTR Kevin Norwood (42) and Lieut. Colin Pike (34) played sensibly to take Dolphin to a very healthy 146 for eight.

Dolphin's opening overs were rather erratic and Moylan-Jones punished anything loose, putting 32 on the board in the first five overs. Helped by useful supporting contributions from PO Geoff Bridges (26) and LPT Polly Perkins (29 not out), the Yeovilton score mounted steadily and they were never under any real pressure. Moylan-Jones, showing all his old mastery, taught the younger players how to pace an innings in his undefeated 77.

As the Dolphin and former Navy skipper, Lieut.-Cdr. Ken Langley said wryly: "Class told".

H.M.S. Dolphin 146-8 (Norwood 42, Pike 34; Bowden 2-21). R.N.A.S. Yeovilton 147-4 (Moylan-Jones 77 n.o., Perkins 29 n.o., Bridges 26). Yeovilton won by 6 wickets.

FOXHUNTERS FALL AT THE FINAL FENCE!

Playing in the Ferndown Fox Foursomes competition at Ferndown Golf Club, the Navy team were doing very well when disaster struck and a few wayward shots prevented a famous victory, writes **John Weekes**.

The Navy last took part in the competition for the Fox in 1975. Then they did badly, ended in last place and by the rules of the contest were then excluded for a while from the competition. This year we were invited again and were determined not to be relegated for a second time.

Our top pair were Lieut. Jim Grieve (Cambridge) and Lieut. Ian Yuill (Daedalus) and they played like champions. The standard scratch for Ferndown is 71 and their foursomes medal round was equal best of the 40 pairs competing being a 72.

Not all their play was perfect, but the putts were dropping from

GOLF

all over the greens and it was said that the needed only 26 putts altogether. Their sweepstake winnings were sufficient to ensure a profitable week-end as well as an enjoyable one.

SHANK

Our second pair was Lieut. Roger Hockey (Dryad) and the Navy champion, CPO Mike Skyrme (Centurion). They played steadily for a gross 80 which would have been a couple better but for

an unfortunate shank on the final fairway when only 40 yards short of the green. It was their only six on a card which contained nine pars and a birdie.

Adding the two rounds, we were pleasantly surprised to find the Navy actually in the lead, equal with the Army; a nice change from our previous experiences at Ferndown.

FLOODED

The competition is 54 holes of medal foursomes, two pairs for each club or Service taking part. However, the weather had the next word and Sunday morning's play was washed out by heavy rain that completely flooded several greens. It was still very wet underfoot when the afternoon's round started and it was a totally different story for the Navy golfers.

Jim and Ian began with a series of disastrous holes, and a thought they settled down after a while they could never make up the leeway and finished with an 83.

HEATHER

Roger and Mike had a fine first nine, only two over par, but a couple of visits to the ferocious Ferndown heather ruined their chances and they also finished with an 83.

Thus, the Navy ended in tenth position: not bad especially when you consider the number of scratch golfers in the opposing 19 teams, but not quite as good as we had hoped on Saturday night. Those who know Ferndown or the Fox competition may be interested to know that the Army won with a 36 hole total of 307 — very good in the circumstances and not far ahead of the Navy with 318.

By George, look who's popped into



Picture: LA(Phot) R. C. Thompson

the Norfolk

You go Down Under — and up comes a familiar face from the telly.

While in Hobart, Tasmania, on the Group Eight Deployment, H.M.S. Norfolk encountered George and Mildred, who were also "on tour." Junior rates who met them after a show invited them on board and (above) Brian Murphy — alias George Roper — shares a joke with the commanding officer (Capt. A. D. Hutton) in the "Norfolk Arms" (the junior rates' bar).

At the request of the Lord Mayor and citizens of Hobart, the ship paraded a guard and three platoons through the city streets, and the ship's volunteer brass band gave their first public performance on the steps of the Town Hall.

The Norfolk, which was visiting Hobart in company with R.F.A. Olmeda, later sailed to Sydney to start a two-week AMP. Next came a visit to Auckland with H.M.S. Arrow and both were then joining other ships of the deployment for exercises with Australian, New Zealand and American ships. A visit to Fiji was also planned.

CASH BOOST FOR R.N.R.

A new deal for Britain's part-time Servicemen designed to halt manpower outflow and boost recruitment has given the Royal Naval Reserve a surprise cash bonus.

Until now the R.N.R. and R.M.R. have lagged behind their Army counterparts because the reserve soldiers enjoyed an additional taxed "call-out liability" bounty as well as an untaxed training bounty.

Now the R.N.R. and R.M.R. have achieved pay parity with the Territorial Army — and they are "cock-a-hoop."

All reserves will receive a single tax-free bounty of up to £100 in the first year, £200 in the second and £300 thereafter. The new rates apply as from April 1 this year and are additional to the taxable pay already increased in line with the pay of the regular forces.

Hitherto the top R.N.R. bounty was between £80 and £90, so the new rates give many longer-serving part-time sailors a cash boost of well over £200.

A major recruiting drive for Service volunteers is shortly to be launched which the R.N.R. hopes will ease its own manning shortage. With a total strength of about 5,500 men and women, it is currently more than 1,000 short.

By 1983 the Ministry of Defence hopes to have at least 15 warships manned by reservists, including the 12 new trawler-type mine countermeasures vessels to be built to combat the growing threat to commercial shipping by deep-water mine-laying.

Fundamental

The new deal for reserves being implemented on the recommendation of the Shapland Committee and the Armed Forces Pay Review Body, also includes certain training and enlistment charges.

Announcing the measures on August 7, the Defence Secretary, Mr. Francis Pym, said: "The Volunteer Reserves have a fundamental role to play in our nation's defences and the Government is determined to do all in its power to maintain their efficiency, improve their equipment and to encourage recruitment and prolongation of service. "The Reserve Forces are fully integrated with the Regular Forces in our operational plans."

THANKS A MILLION SAYS KGFS (AND THE TAXMAN)

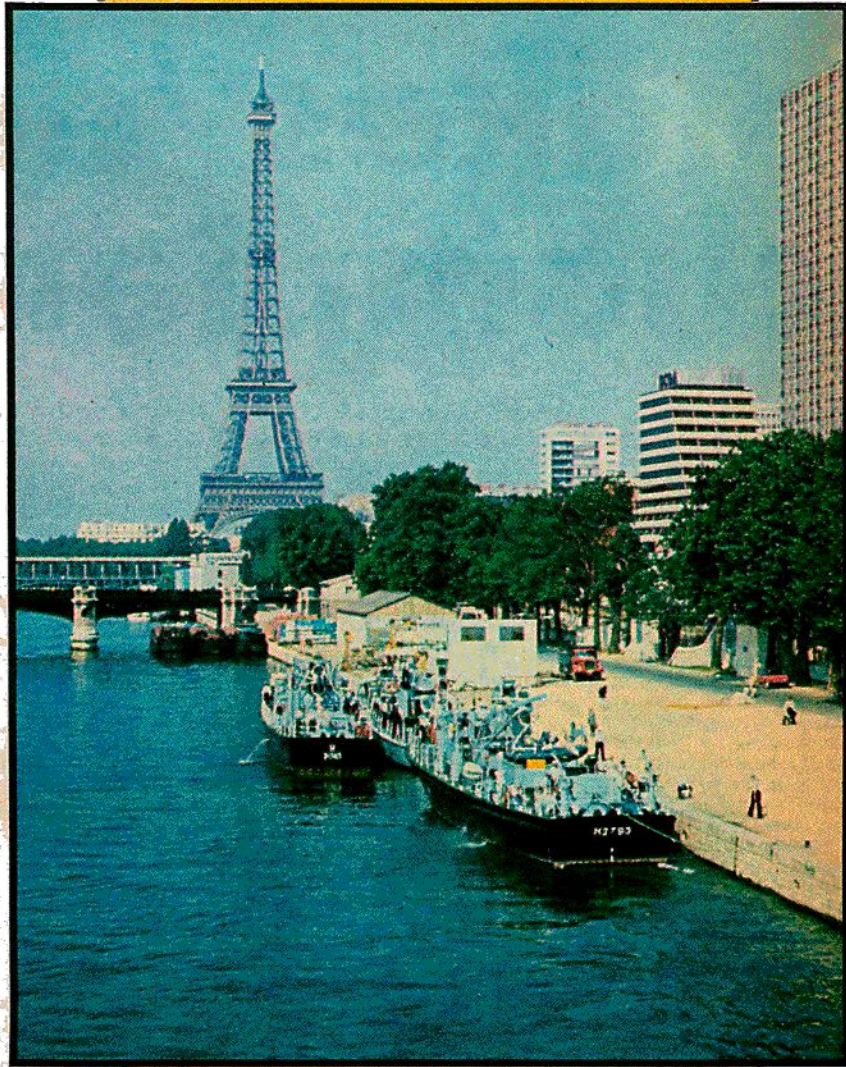
King George's Fund for Sailors, central fund for more than 100 R.N., Merchant Navy and fishermen's charities, is to receive a financial boost from a legacy of more than £1 million. But the taxman will take a sizeable share, and KGFS will probably eventually get about £300,000.

The plan is to put it to best use on a general basis. Two distribution committees — one for R.N. and one for Merchant Navy — study the finances of all nautical charities which apply for grants.

The bequest was made by Miss Eileen Walton, of Hove, whose money came from the fruit shops chain founded by her father. Similar sums go to the Army Benevolent Fund, R.A.F. Benevolent Fund and Royal College of Surgeons.

KGFS, which has expressed its gratitude, understands it will receive its first allocation next year, possibly later. Last year the fund distributed a total of £484,526.

WHAT AN EIFFEL!



H.M.S. Thornham, the Aberdeen University tender, comes alongside in Paris to join H.M.S. Isis (left), from Southampton University, and H.M.S. Dee (Liverpool University). Story and more pictures in Page 12. Picture: LA(Phot) Steven Pratt

Jack can bank on it — instantly

Someone opening a bank account has usually had six months to prove himself a "good boy" before being given a card guaranteeing £50 cash withdrawals or shop purchases.

Now, after talks with MOD (Navy), one of the big banks has agreed that from September 1 every Royal Navy man and woman opening an account to which Service pay is credited can have a cheque card immediately.

For many in the Navy, payment through bank is now a "must", and others are encouraged to choose it, including new entrants. The agreement of Midland Bank to dispense with the sailors' six-month wait for a card is seen as further incentive towards payment through bank.

WIVES, TOO

At present some 18,000 R.N. members — nearly all of them junior rates — are still paid by cash.

When joint accounts are opened with the Midland by R.N. men, cheque cards can be issued to wives as well as husbands.

Rockets for the Royals

A fireworks display by H.M.Y. Britannia and escort H.M.S. Gurkha took place off the Castle of Mey, Queen Elizabeth the Queen Mother's residence in Caithness, during the tour of the Western Isles by the Queen and members of the Royal Family in the Britannia.

(See also Page 31).

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